

1858

110 fols, 7 drawings

6750-
NEOTMP
J

39129
Utahland, New York



Drawn by J. Van Marcke.

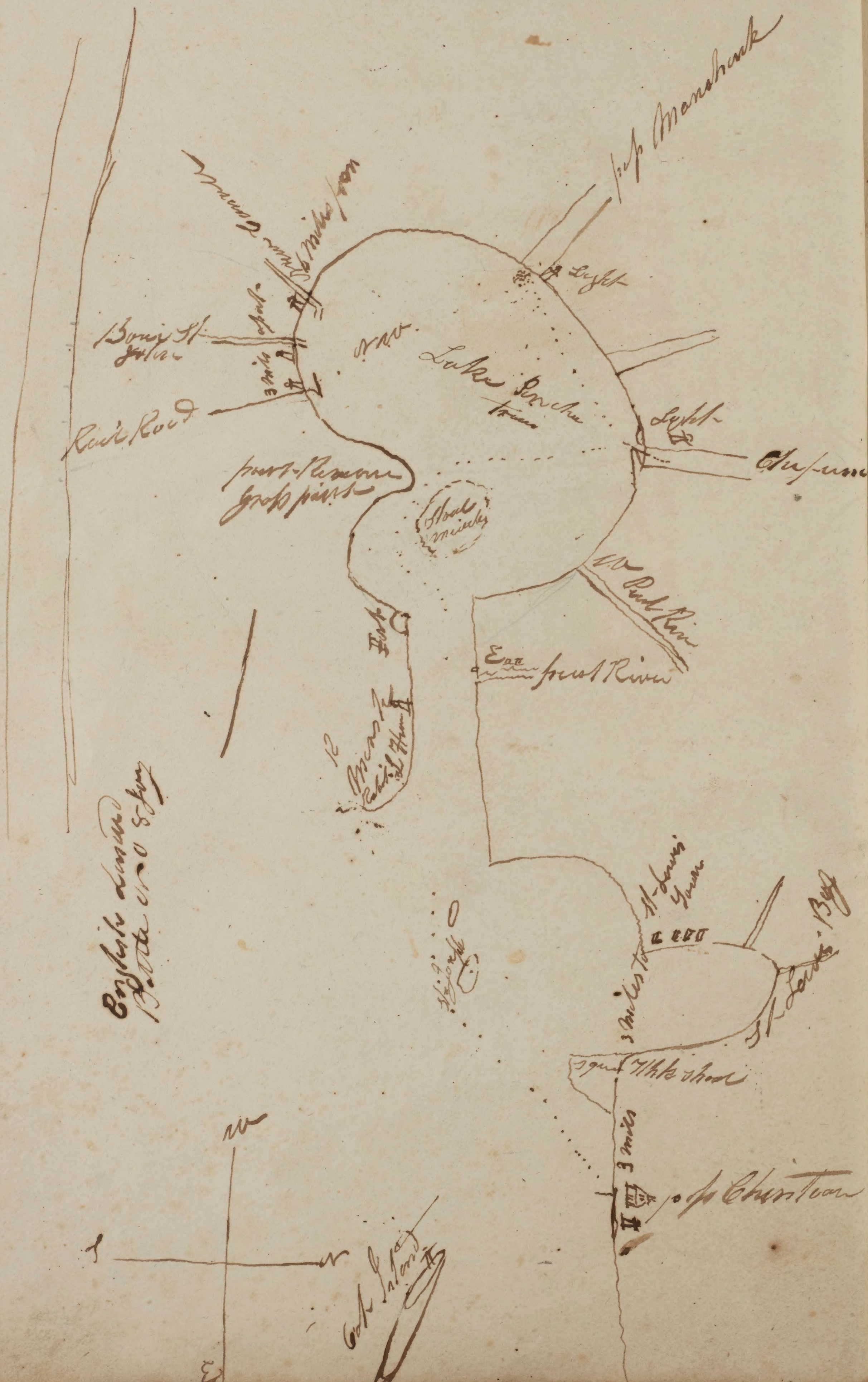
ITALIAN BOULEVARD

Engraved by Tho: Kelly.

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The Property of
Henry Howland
Bought March 1837
New Bedford
Mass

Johns River to the sea



Ship Two Brothers left New Bedford July 3rd 1832
Clement Couelle Master
William B. Perry Mate
Luther J. Briggs 2nd Mate
arrived in New Bedford March 21st 1833 with 1854
Barrells of oil sold at 23 cents per Gallon absent
8 Months and 15 days \$96 1/150 Lay

Ship Hercules left New Bedford June 10th
1833 Albert G. Goodwin Master
Thomas Dexter Mate
Ephraim Phinney 2nd Mate
arrived in New Bedford April 2nd 1835 with 945
Barrells of Whale oil 455 sperm at 35 cent per
Gallon after selling 1350 Barrells in Bahia at 26
cents per Gallon after an absence of 21 months
and 15 days 1/135 \$255

Ship Fenelon left New Bedford June 21st
1835 John R. L. Smith Master
John A. Macomber Mate
Robert G. Smith 2nd Mate
and arrived in New Bedford Feby 24th 1837
with 2000 Barrells of Whale oil 300 Sperm
after an absence of 20 months and 3 days
Whale 40 Sperm 85¢ 1/92 \$554 Bone 25 20900 Bone

Latitude and Longitudes of whales taken in
 Ship Fenelon 1835 and 36 J R L Smith
 Nov 3. 1835 1 Whale Waiste Boat

" 7	"	"	Lat 38.50 Long 34.20	
7	"	L Boat	" 39.25	35.15
14	"	W Boat	39.56	35.38
17	"	L Boat	40.39	35.59
23	"	W Boat	40.03	35.00
24	"	W Boat	40.05	35.05
25	"	L Boat	40.24	35.00
30	"	W Boat	40.47	35.09
Dec 9	W Boat	L Boat	40.47	34.42
18	"	L Boat	40.35	34.33
Jan 6. 1836	"	L Boat	40.25	45.30
Feb. 2	"	W Boat	44.50	48.00
5	"	L Boat	44.50	48.15

Main Banks to B 2 L B 1 I Boat 1 65 Fath.
 False Banks

1836 Oct 6	"	L Boat	38.00	24.20
13	"	L Boat	37.24	24.30
22	"	L Boat L Boat	37.55	23.20
Nov 7	"	W Boat	37.04	26.23
" 9	"	L Boat Bow Boat	36.36	26.58
11	"	W Boat	No Observations	
13	"	W Boat	36.00	26.00
14	"	W Boat		
20	"	L Boat	35.55	
21	"	W Boat	35.59	27.18
22	"	W Boat	35.58	26.30
23	"	W Boat	36.00	
27	"	W Boat	34.28	26.16
28	"	L Boat		
Dec 1 st	"	L Boat	34.14	
5	"	W Boat	34.06	
7	"	Sperm 10 B B B L B		
15 th 1 - 19 th 1	"	Last Whale	36.55	25.36

Ship Condor	2000	100 ³ Gasm
Genelon	2000	200 "
Columbus		
Messenger	1000	100
Cicero	1500	100
Gen Pitt	1900	600 "

Left False Banks for New Bedford
 December 21st 1836 with 3200 made
 Cape St Roque Jan 19 1837 arrived in
 New Bedford Saturday 25 February 1837
 Turned out 3064 Bbls and 20900 lbs Bone

- | | |
|------------------------|----------------|
| 2 Tin pans large | |
| 2 Copper pots | Lithy articles |
| 2 Tea pots | 1 Copper pot |
| 1 wash Bowl | 1 Tea Pot |
| 1 Lantern | |
| 1 Oil Can | |
| 1 Sugar bowl | |
| 1 Cutter | |
| 2 Cullender | |
| 2. 2. Lardstails | |
| 12 Short cake pans | |
| 2 Common size Tin pans | |
| 4 Tin Covers | |

Johns River, California, March 1880

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Journal of a voyage from Cape St Roque
Brasil Towards New Bedford in Ship *Seucon*
John R L Smith Master

At 12 P M take our Dep from C St Roque
Bearing West dist 20 miles saw a great number
of Catamarans Middle part fresh winds from
S E Latter part the same
Course N 17° West 17 1/2 miles Diff Lat 11.8 Dep 51 W
Lat by D R 2° 40 by Obs 2° 37 Diff Long 51
South

Saturday 21 of January 1837
This 24 Hours fresh winds and pleasant
weather at 10 AM judged ourselves to be on
the Equinoctial employed in fitting Rigging
Course N by W 1/4 W 17 1/2 Diff Lat 17 7/8 Dep 47 Lat by
D R ^{North} 0° 15 by Obs 0° 16 Diff Long 47 Long in 37° 31

Sunday 22 First and Middle part fresh win-
ds from S E Latter part light winds and squa-
lly from N E Variation 4° West
Course N 19° West Dist 133 Diff Lat 12 1/4 Dep 20
Lat by D R 2° 20 by Obs 2° 35 Diff Long 44 West
Long in 38° 15

Monday 23 This 24 Hours very squally at
8 P M Double Reefed the Topsails wind N E
1 Knot Westerly Current Long by Chro 38° 35
Course N N W Diff Lat 1° 33 Dep 33 Lat by D R
4° 00 Lat by Obs 4° 02 Diff Long 33 Long in 38° 53

Tuesday 24 This 24 Hours strong winds from
N under whole Topsails
Course North 28° West 100 Diff Lat 95 Dep 50
Lat by D R 5° 32 by Obs 5° 30 Diff Long 51
Long in 39° 44

Wednesday 25 This 24 Hours steady winds from
N.E. Course NW by N 90 miles Diff Lat 74 Dep 50
Lat by D.R. 6° 46 by Obs 7° 14 Diff Long 51 Long in 40° 35

Thursday 26 This 24 Hours strong winds from
E. N. bent a new Fore Topsail & shot out the
Reefs and set 7 Sails Course NNW 137
Diff Lat 115 Dep 50 Lat D.R. 8° 41 Obs 8° 31 Merid Dist
2196 Diff Long 59 Long 41° 34 B & Dist Block I N 39° W
2510 miles

Friday 27 This 24 Hours fresh winds and plea
sant at 9 AM set Fore Top Mast Steering sail
1 Knot West Current Course NW 181 Diff Lat 128
Dep 128 Lat D.R. 10° 36 Obs 10° 23 M.D. 2093 Diff Long 154
Long in 44° 00 Chro 44° 04 Block I. N 35° W. 2040 miles

Saturday 28 This 24 Hours fresh winds from N.E.
saw a Barque steering West Course NW by N 156 Diff Lat 229
Dep 86 Lat D.R. 12° 32 Obs 12° 28 M.D. 1961 Diff Long 80
Long in 46° 00 Block I. N 37° West 2190 1 Knot Current

Sunday 29 This 24 Hours steady winds from N.E.
at 4 P.M. saw a Barque steering West 1 Knot Current
Course NW by N 169 Diff Lat 140 Dep 94 Lat by D.R. 14° 40
Obs 14° 39 Diff Long 76 Long in 40° 00 B.I. N 38° West 2010 miles

Monday 30 This 24 Hours fresh winds and squally at 8
P.M. Hept off NW to clear the Porcus Banks 1 Knot curr.

Course North 37° West 162 Diff Lat 129 Dep 96 Lat by D.R.
16° 47 Obs 16° 36 Merid Dist 1709 Diff Long 100 Long in 50° 04
Block Island Bearing N 37° West Dist 1050 miles

Tuesday 31 Jan This 24 Hours fresh wind
and steady at 4 AM observed an altitude of the
Polar Star Lat $18^{\circ}00'$ at 7 AM observed a quantity
of Gull used 1 Knot Current
Course NW by N 152 Diff Lat 126 Dep 84 Lat by DR
 $18^{\circ}42'$ Obs $18^{\circ}36'$ Mer Dist 1577 Diff Long 89 Long in
 $52^{\circ}00'$ Block Island N 37° West 1690 miles

Wednesday 1st of February This 24 Hours move
at gales and pleasant weather 1 Knot Current
Course NW 165 Diff Lat 116 Dep 116 Lat by DR $21^{\circ}32'$
Obs $21^{\circ}20'$ Mer Dist 1464 Diff Long 123 Long in $54^{\circ}20'$
Block Island N 35° West 1520 miles

Thursday 2 Febry This 24 Hours moderate breeze
and pleasant weather employed in Painting ships
and fitting Rigging Course NW 129 Diff Lat 91 Dep
 91 Lat by DR $21^{\circ}53'$ Obs $21^{\circ}46'$ Mer Dist 1371 Diff Long
 90 Long in $56^{\circ}30'$ Block Island N 33° West 1370 miles
Trade wind leaves us here

Friday 3rd This 24 Hours light winds and pleasant
weather employed in Painting ships Lat 9 AM P. M.
 $22^{\circ}21'$ No Current Course NW 80 Diff Lat 56 Dep 56
Lat by DR $22^{\circ}39'$ Obs $22^{\circ}35'$ Mer Dist 1318 Diff Long 61
Long in $57^{\circ}31'$ Block Island N 33° West 1310 miles

Sat 4 This 24 Hours light winds and calm employ
ed in Painting ships saw a Barque Steering North
saw large quantities of Gull used No Current
NW 27 Diff Lat 19 Dep 19 Lat by DR $22^{\circ}54'$ Obs $22^{\circ}55'$
Mer Dist 1307 Diff Long 21 Long in $57^{\circ}51'$ P. M. $32^{\circ}16'$ 1290

Sunday 5th This 24 hours light squalls of rain and
wind saw large quantities of Gulf Weed no current
NW 40 Diff Lat 20 Dep 20 Lat DR 23.22 Obs 23.22. M.D.
1276 Diff Long 31 Long in 50.22 B. Island. N 32 W. 1270

Monday 6 Com with light wind at 4 P.M. spoke the
Albert. Harrieman of Beverly 12 days from Wilmington
N.C. for Maragante saw a Brig steering South. To End
NW 77 Diff Lat 60 Lat DR 24.30 Obs 24.25 M.D. 1202
Diff Long 75 Long in 59.37 N 31 west 1170 miles

Tuesday 7 Com with light wind from S. Lat 0 P.M. the
wind shifted suddenly to SW Lat by Polar Star 1 P.M. 25.00
NW 74 Diff Lat 52 Dep 52 Lat DR 25.17 Obs 25.20 M.D. 1147
Diff Long 58 Long in 61.35 B. I. N 31 West 1110 miles

Wednesday 8 This 24 hours light wind and pleas-
ant weather at 3 P.M. Tacked ship to NW.
Course NW 69 Diff Lat 40 Dep 40 Lat by DR 26.12
Obs 26.12 M.D. 1089 Diff Long 54 Long in 61.35 Block
Island Bearing N 29 West 1030 Miles

Thursday 9 This 24 hours light wind and pleas-
ant weather Lat at 2 AM Polar Star 26.49
Course NW 44 Diff Lat 70 Dep 70 Lat DR 27.21 Obs 27.23 M.D. 1012
Diff Long 00 Long in 61.30 N 27 W 934

Friday 10 Feby Fresh wind & pleasant weather
Course NW 137 Diff Lat 119 Dep 99 Lat DR 29.22 Obs 29.21
M.D. 877 Diff Long 102 Long in 64.45 B. I. N 28 West 787

Saturday 11 Febry Fresh winds and squally at 2 P.M.
Gentle reefed the Top sails at 6 P.M. discovered a fire in
the Fore Top which proved to be a steering sail occa-
sioned by a pipe

N by E 35 Diff Lat 34 Dep 47 Lat DR 29.56 Obs 30.02
Merid Dist 820 Diff Long 09 Long in 64.36 1128.46 760

Sunday 12th This 24 Hours light winds and calm
N by E 47 Diff Lat 32 Dep 37 Lat DR 30.34 Obs 30.32
Merid Dist 791 Diff Long 43 Long in 65.19 1125.16 705

Monday 13th This 24 Hours strong winds and squally
at 1 P.M. wind hauled to South at 10 P.M. Gentle reefed
the Top sails at 3 A.M. wind shifted suddenly to WNW at 12
furl'd Fore and Main Top sails
W N W 7/8 140 Diff Lat 26 Dep 95 Lat DR 30.54 Obs 30.52
Merid Dist 770 Diff Long 110 Long in 67.17 1119.46 656

Tuesday 14th Strong winds and squally at 6 A.M. set the
Fore sail and Main Top sails
Course S 40 W Diff Lat 30 South Dep 02 W Lat DR 30.22 Obs 30.20
MD 807 Diff Long 03 W Long in 67.10 B.T. 1117.16 600

Wednesday 15 This 24 Hours fresh winds and squally at 11 P.M.
spoke Brig Appolitto of Trieste steering N.W. by E Long 66.21 ^{Eight} 1/2 20
NW 1/4 W 02 Diff Lat 55 Dep 62 Lat DR 31.15 Obs 31.01 MD 743
Diff Long 73 Long in 68.31 1114 West 610 miles

Thursday 16 This 24 Hours fresh winds and squally at 1 P.M.
took in Royals and steering sails at 4 P.M. sent down the
Royal yard
S N W 3/4 W 145 Diff Lat 141 Dep 04 Lat DR 33.21 Obs 33.21
MD 594 Diff Long 99 Long in 70.10 S 28 West 475

570
1140
57
88.40

Friday 17th February 1837 This 24 Hours strong breeze
at 10 PM took in top Mast steering sail at 10 PM furled
top of sails mainsail and double reefed the topsails
at 11 Puled the Foresail close reefed the Main Top sail
N 16 175 Diff Lat 17 1/2 Dep 17 Lat DR 36 18 M Dist 379
Diff Long 21 West Long in 70 31 Block Island N 10 West 295

Saturday 18th Com with strong winds & spray of water by
Thermometer 69° Air 45° Middle part squally Lat part
more moderate at 8 AM set the Foresail at 10 set close
reefed topsails at 12 set the mainsail No observation
N 34 N 35 Diff Lat 08 Dep 34 Lat DR 36 26 M Dist 369
Diff Long 43 East Long in 69 48 Bearing Dist N 16 W 290

Sunday 19 Com with strong winds and squally at 8 AM tack
ed ship to Westward Middle and latter part more moder
ate at 9 AM saw a Brig steering by the wind at 11 set topsails
and top of sails

N 87 West 41 Diff Lat 02 Dep 41 Lat DR 36 28 Obs 35 49 M Dist 401
Diff Long 51 Long in 70 39 Block Island N 70 W 312 miles

Monday 20 This 24 Hours light wind and pleasant wea
ther 2 sail in sight Thermometer Air 50° Water 60°
N 48 W 73 Diff Lat 49 Dep 54 Lat DR 36 38 Obs 36 20 M Dist
354 Diff Long 66 Long in Block Island North 270

Tuesday 21 This 24 Hours fresh wind and pleasant weather
at 12 P M crossed the Western edge of the Gulf Lat 37 22 Long 71 32
Thermometer suddenly changing from 67 to 55 do 70 66
N by W 3/4 W 146 Diff Lat 130 Dep 45 Lat DR 38 46 Obs 38 50 M Dist
192 Diff Long 57 Long in 72 42 Block Island N by E 3/4 E 155

Wednesday 22nd This 24 Hours strong breezes at 3 P.M.
took in Top G. Sails at 5 P.M. wind suddenly shifted
from West to N.W. Furl'd Top Sails Foresail & Mainsail
Close Reefed the Main Top sail at 11 P.M. quite moder-
ate set the Foresail at 12 set the Top sails close Reefed
Gibb and Mainsail Latter part more moderate and
moderate sheet out Reefs at Top G. Sails
N 35° W 24 Diff Lat 13 Dep 19 Lat L R 39° 03 Obs 39° 00 M D
~~Thursday 23~~ 174 Diff Long 25 Long in 73° 00 N 26° E 148

Thursday 23rd First and Middle part light wind
at 2 P.M. sprang up from S.W. Latter part strong
breezes at 10 A.M. took in Top G. Sails and Goult
Reefed the Top sails and Hove aback the N fog
sounded in foun 60 Fathoms No Observation
N 4° E 64 Diff Lat 63 Dep 03 Lat D R 40° 03 Obs D 92
Diff Long 04 Long in 72° 56 N 32° E 83 Miles

Friday 24 Com with strong winds thick fog & rain
at 4 P.M. wind suddenly shifted from S.W. to S.E.
at 11 P.M. furl'd Foresail at 12 set Double Reefed Top
sails and Mainsail sounded 70 Fathoms at 6 A.M.
set whole Top sails and Top G. Sails spoke the
Savannah of Gardiner Block Island bearing by
him N by W 60 miles the weather is so cold i cannot
work up my days work.

Saturday 25 This 24 Hours light pleasant weather
at 9 A.M. made Montock Point Light bearing W
Dist 6 miles at 3 A.M. dropped the Trawl yards
at 8 P.M. took a pilot at 1 P.M. let go our anchor
2 miles below the town and one boat crew of us went
ashore after an absence of 20 months and 4 days
all well

J. Melon

Journal of a Voyage from New Bedford to
Nantucket from thence to Cape Look out - & along
the Coast of the United States to point Defer
Supplying Night Hours in the Schooner Gazell
Joseph Hawthland Master with a crew consisting
of Eight Men Viz. Mate, Tinker, five Sailors & Cook
Nov 1838

Nov 19 @ 2 PM Set sail from N Bedford for Nantucket
blowing N N W & Clear weather @ 4 we went through
Cape Cod. Hove a half past 7 we came to anchor & hove
to Eastward Nodas hove the day ends in light Breezes
& Clear weather

20th Commences with light winds from N E & E by day
at Daylight got under way @ 10 we put each Chop
of Holmes Hove at 1/2 past 11 past the light Boat on
Cape Cod In company with 40 Sail befalls fresh
gales from the N W W @ 1 PM arrived at Nantucket
hauled along side South wharf at 4 PM Commenced taking in
Summer Stores viz from Messrs French & Coffin
the day ends in Squally weather attended with hail &
Snow Supply the Cliffs Light Houses with 95 gal W Oil
164 gal Summer 3rd Cotton Wick these lights were
lighted this evening for the first time

21st This day Commences with heavy gales from N W &
flying Clouds all hands employed in taking on board
viz myself & Brother this afternoon went to Brandt
point light house & examined it found the lamps &
apparatus in good order. the dome of the light House
rather leaky from thence we went to the Cliff Bay
light houses they are 2 small buildings about 15 ft
high with a small window facing the bar the lamp
sets inside & contains 4 tubes these light Houses are for reference

to come over the bar in which you are to bring in
range with each other to crop. the dwelling House
is new with a long Porch joining it - & is a very conveni-
ent House the Keeper's House is Peter Eastern Fall 300
per year. Boat at Point-light is kept by David
Coffin & has a Fall - 350 all per year
at Noon more moderate at 4 PM quite light breeze
& clear at 6 am heavy gales & clear so ends the day

22 This day commences with fresh gales from NW
& flying clouds finish taking in our Oil consisting
of 10,000 gal Sumner Latter part heavy gales -
we are now not only wind bound but have to
be detained in consequence of my Brother seeing his
Southern Charts at New Bedford & the probability
is that we shall not have them before Saturday next
as no Charts that will answer our purpose can be procured
at this place

Friday 23 This day commences with ~~rain~~ & ~~cloudy~~
light-rain from the west & cloudy the Ebb tide
made by break of Day consequently we were not
able to start @ 8 am wind sprang up from SSW
at 9 am hauled to SSE began to snow & hail
from 10 to 12 turn to Rain @ 2 PM wind change
to NW clear off @ 4 hauled to North & cloudy
agreed for a Pilot to take the Schooner over the
Bar & to give him 5 dollars. My Brother the former
Captⁿ left this morning in the Steam Boat for
New Bedford & agreed to send the Charts to Holmes
brook & for us to stop there for them - the day ends in moderate
breeze & pleasant weather

Directions from the Boat Boy a short distance
from Nantuxet bar to proceed Westward through
the Slue where another boat boy is placed then from the first
Boat-boy SW by N which Course may soon will carry

you to the 2^d Boat-bay which you must post to
the East of it. Continue the NW by N Course which
will bring you up with the Light Boat - in steering
the Above Course it carries you to South of Tucker's
Shoal & you will not have less than 10 feet water & if
you wish to go to the Eastward of Tucker's Shoal your
Course from N Tuckat Bar Boat is NNW to the Spar Bay
on Java Shoal & the bay is 17 ft water you then can
thus avoid for the Light Boat.

Lat 24 this day Commenced with fresh breeze from N &
Cloudy Breeze port the same at 2 PM Steam Boats
arrived & brought our Charts that was left with 1 Coil of
Manilla Rope & a good Semicircle & after with the
Coffin Tow us over the Bar at 3 PM Started & put 3 PM
the in & out Bar struck a number of times not
being high water & a heavy sea on after. Clearing the
Bar reef Mainsail. Masted set for sail Feb 8 & flying
Feb 8 when 1/4 mile to North of Boat Bay East off
from S Boat filled to Eastward Reef Topsail & set
made up one point to Starboard of Great Point Light the
heavy sprays flying over us & Hoisting water ourselves back
into harbour again passed a large Schooner going in over
the bar. Saw a Schooner to NW Great Point running close
for it at 10 past 4 tack ship close into the shore which
forms a bend about 1 1/2 miles to South of the point & made
quite a run & smooth water the ~~was a large lumber~~ &
Schooner we supposed to be a lumber barge & pulled
& came to anchor Just as we tacked - - - - -
at 1/2 past 4 tack ship Braced point Light bearing N 3/4 W
1/2. Water in fathoms Wind increasing & casting to westward
bore up N E Continued on until great light bore
& SE tack again to westward at 1/2 past 4 bore up N 3/4 W
Continued on the sea making a beach over us until we
made the Light Boat 2 points on our Starboard bow then
tack ship to N E wind increasing sea making & no prospect

of getting to westward great Point light bearing ESE
 Squared away at 10 PM the gunnery stand by & full on
 the 1st close in board at 1/2 past 11 put Sincerely Head & Tom
 Awa's Head & came to anchor the Head bearing ESE
 one mile east in 1 fathoms water & he fell over with
 ice so ends this day

Sunday 25th Commences with Heavy gales & Churny
 Wind at NW at 7 AM called all hands to beat
 Sides & Churn ship for getting underway strong tide set
 to West & a considerable sea running in from SW
 which made her lay very Easy to her anchor at 9/1 got
 under way got our anchor very Easy let her run under
 Full sail & Feb at 10 took our Dist from Sincerely
 Head bearing ESE 10 Miles let 1/2 Mast
 & 1/2 Top sail going for Log 6 Miles for hour & such
 a vapour could not see but a short distance see a
 Brig astern but soon lost sight of her at 11 AM
 Sun Obscure

H	K	FR	Course	Miles	L ^W	Remarks on board 26 Dec 1838
2	6		sway W	Draydr		first 12 hours of this day fresh gales & Churny Cold severe weather & from us over that Taylor one of our men his fingers Frost-bitten at 8 AM weather more mild but nearly gone heavy sea rising hindered our progress Sun obscure till 2 PM L 38-29 Long 72-09
4	5	1				
6	6					
8	6	1				
10	6					
12	6					
2	7			now		
4	7					
6	8	1				
8	8	1				
10	7					
12	6					

*Schooner Gazelle Joseph Hancock
the Coast of Western State of America*

H	K	FK	Courses	Winds	L	Remarks on board Tuesday Nov 27 - 1838
2	1		SW by W	W by W		<p>There 24 Comers with fresh gales & a heavy rain S W & Cloudy at 5 PM set our Reefers in sail set Flying Jib at 8 am Clear W 10 am set whole mainsail at 12 set Reef out topsail at 4 am heavily Cloud W 10 am took ship to westward made a fair haul the Day in with fine pleasant weather Day too not able to do duty with frozen fingers</p> <p align="right">73.12 Lat by Obs 26.56</p>
4	5					
6	5					
8	6	1				
10	6	1				
12	5	1				
2	2	1	---	---		
4	1	1	SW by W	W by W		
6	4		S ---			
8	5		SW by E			
10	4		SSE			
12	4		SW by 10			

H	K	FK	Courses	Winds	L	Remarks at sea Wed Nov 28th 1838
2	4	1	W by W	SW		<p>Thursday Comers with a whole sail Breeze & Clear weather at 1 PM past just beyond of a Topsail Schooner could not learn her name at 3 PM no heavy Winds & by sea hands our topsail took in flying Jib Hauls the topsail reef mainsail at 12 saunter in 30 fathoms heavy sea Breeze 2 saunter 25 fath 4 am 28 fathoms W 10 am 17 W 7 am took ship & made sail at 11 set square sail light Winds & pleasant weather several sail in in sight Lat by Obs 37.11. & in 16 fath 7.11</p>
4	4	1	W by W	SW by S		
6	3	1	---			
8	3	1	---			
10	3	1	---			
12	3	1	W by W	SW		
2	3	1	W by W	SW by W		
4	3	1	---			
6	3		SW			
8	3		SW	SW		
10	4		---			
12	4		---	SW E		

H	K	FK	Courses	Winds	L	Remarks at sea Nov 29th 1838
2	5	1	SW by S	SW E		<p>Friday Comers with moderate Breeze & Clear weather at 1 PM was spoken by 2 Virginia pilot Boats at 4 am wind in creasing Clouds flying fast at 5 am took in square sail Royal at 6 am haul down mainsail Reef it at 10 wind increasing breeze mainsail heavy sea began to rise at 11 am made Round the Horn in made Breakers heard to the East & Cloud them they look terrifying enough at half past 3 am it blew a living gale of wind & a tremendous</p>
4	6	1				
6	8	1				
8	9	1				
10	10					
12	10					
2	9					
4	8			SW E		
6	8					
8	8					
10	7					
12	6					

10

Master Supplying Light House along the
Coast at Cape Lookout

Sea running made Cape Hatteras Light at half past 4 am
Doubt round the Shoal in 12 fathoms water & hauled up
WSW for Cape Lookout running under foresail Jib &
topsail set the down a 5 barbed topsail a 8 am past a Schooner
have to under a reef foresail because Eastward a thick vapour
come very suddenly in consequence of the air being so much
colder than the water it opened sometimes as dense & other times
like mists & fogs so that we could not see over half a mile
of Deck but could see much further aloft at 11.30
See a brig to beward standing to west with fore course &
reef mainsail at 12 from North head discovered Cape Lookout
Light House bearing WSW 12 miles distance vapour gone
& more moderate set mainsail at 1.30 from past round the
Shoal in 4 fathoms water ~~at~~ I should judge we were 18 miles
from the Light House at 2 set topsail whole mainsail flying
Jib headed up NW by W at 4 took ship to Eastward & continued
on tacking until the Light Bore ESE 2 miles out & came
to anchor in ^{at 9 am} 7 fathoms water moderate winds & clear weather
Wind at NNE. Set the Watch turned in here without sleep
for 24 hours

Friday 30th all these 24 hours moderate Breezes & clear
weather at half past 5 am called all hands got Long boat out
put oil Sufficient for the Light House & hoisted the Jolly boat
down put all the apparatus needfull for us to work with &
of enumerated articles for the Light House & 1/2 past five started & bore
day light landed in the beach & but little sea breaking could
not land in a more favourable time on account of the sea, but
we found after landing on the beach it being high water there
was a narrow place between us & the Light House at 100 yds wide
which was overflowed & about 14 inches deep consequently we had
to Row all the oil through it which was a cold severe task

for there was a plenty of Fire which I have not the least doubt
 of before I went in there from this shore to the Light House
 I should judge the distance to be nearly $\frac{1}{4}$ mile & that part of
 the way up a high Sand Hill when the House is situated
 we had to roll 9 sixty gallon Casks from the shore up
 to the House & then tumble it down a steep sand bank 20 ft.
 before we get to the entrance of the Door leading into the House
 we were about 3 hours rolling the oil up. I emptied the Casks
 into butts. the business allotted myself was to help. Clear out
 all the butts, what oil there was on hand & order such as
 article as the Light House required. It has recently been fitted
 with all new patent Lamps & Reflectors of 14 Inches. It now
 has 15 lamps & on first of Jan there will addition of one making
 16 this Light House is probably the largest in U.S. States having
 the diameter of its Bore 54 ft & nearly 100 ft high built
 inside with Brick ~~in~~ the shape of Common L House having
 winding stone steps about 7 ft long to the top then a wooden
 frame outside built 8 square & separated from the inside one
 about 18 ft dist this L House is situated on a sandy Cape
 Sandy Cape where there is not a spear of Grass grows for it
 is so subject to charges by heavy gales of wind by the drifting
 of Sand that nothing can grow, even after a well is dug it is fill up
 by Sand in few days & the former dwelling House is now all buried
 up the Light House stands $2\frac{3}{4}$ miles from the end of Sand point
 same distance from any house & is $\frac{1}{4}$ mile wide from the sea
 side to the Bay side which is a fine Harbour the wind from
 N.W. to S.E. - at Noon I returned on board Master in our
 empty Casks & our Boats have short Masten our sails up & have
 been at 1 P.M. sprang up a light Breeze from S.W. got under
 way & commenced beating to windward. we was thus way & much
 pleased with our good luck in having so favourable an opportunity
 in supplying the Light House. 12 at night took ship to W.W. W.
 Left at this L House last year Nov 29. 466 gals on hand 90 gals 55 b.

Delivered	122	of winter	
	345	Summer	
on hand	115	total	552
56 Tubs & pipes 14 lb whiting 30 yds cloth			
8 gals wicks & Buff skins			
		Consumed in 366 days	Equal to 489 gals per year
			or 32 $\frac{1}{15}$ gals per lamp
		found on hand	115 gals
			491 " Consumed

Sept. Decm 1th this day Commenced with increasing winds
from SW & clear weather at 2 Am. fresh Breezes
Steering in NWB W @ 5 Am. tacked Ship in 5 fathoms
headed up S by W @ 7 tack in Shore Light winds
@ 9 tack to South fore the sail Schoner Boston Shore
of us & went into Barreiver inlet beyond the thick
up some appearance of storm wind coming more
Southwesterly @ 1 Pm. tacked Ship to Westward passed in
sight of 3 inletts wind increasing heading up West
Lashed tacks on Board @ 3 passed one of the thesauri
Shots land about 2 miles in our lee repaired damages & set
the thesauri tacked Ship to SE 4.30 tack in Shore
~~@ 8 we tacked to South~~ 12 Pm. tacked in flying jib
@ 8 tack of @ 11 we made sail tack in Shore headed
up S W by E so ended this day fresh winds & pleasant weather
Log Obs 44.33.

Decm 2^d this day Commenced fresh Breezes from
S & W @ 4 Am. tacked Ship in 7 fathoms & Steered
Shore @ 5 we tacked in at 7 we tacked Ship. Clew in with
Sandy Inlet 24 miles from New Inlet. Where we
are bound to Wind Headed to Westward along shore
at 8 we passed Cape Inlet at 8.30 past Marsborough Inlet
which is the last Inlet to New at 12.30 past the Light
of Federal Point it being Low water & only 1 1/2
ft we were obliged to Lay off & in at 4 Pm. came
on the bar struck slightly once & went over the bar
that we Steered in first was N.W. by W towards the
Light House which brings the 2 pole beacons in range
our tack was Short. the wind W & W consequently we
had to beat in as the channel soon widened away to
that point of compass at 5 we came to anchor within
about 2 miles NW from the L House
P.S. we took our pilot 17 miles to North of this place
came off from the beach in 4 oar boat pilotage in drawing
Eight feet \$9.50 so ended this day. afternoon a storm

Shipper Gazelle Supplying Light at States of America

Decr 3 1838 Consensus with the wain Light
 from At No 8 Clouay @ 5^{am} call all hands to
 get ready to Supply the Light House on Federal
 Point at 6 on Main Board in SE began to rain
 & Blow at 7 we started with both boats blow
 so fresh we could not row but our sails & with a
 strong flood tide setting to SE beat up to the
 Landing place at 8 am which was nearly high water
 & made it very convenient about Landing although
 we had to throw the Oil overboard & drag it on shore
 the tide Ebb'd from this flat ground nearly half a mile
 & having 1/4 mile to Row the boats we were obliged to
 use every exertion to get through at the L House
 & that being built last year every thing new there was
 nothing to be done but to put the Oil into the Butts
 repair 2 Lamps & articles necessary for one years supply
 Consisting of 78 gall Winter Oil

this L House	203	"	Summer
was lighted 17th	2	on hand	99
Decr 1831	3		
11 Lamps	3		
	380	Total on Hand	
	50	Tube Glasses	
	22	gas Cloth	
2. Spare Lamps repair	6	Grass Ropes	
now in good Order	1	Buff Skin	
	1	pair Sippers	
	10	Red whiting	

Left Nov 30th 1838 361 gal Oil
 on Hand 99 -

262 Consumed in 357 days is equal
 to 273 gals per year or 24 9/11 gals of Oil per Lamp

at 11 am returned on board got under way Blowing
 a heavy gale of Wind from NE attended with Rain
 at 12 past the Little Town of Smiths Ville when there
 was a Ship Lying at anchor at 1/4 past 12 came to anchor
 at Fort Caswell which is 2 miles from the town just past &
 2 1/2 miles from Cape Fear Light House

Houses along the Southern Coast of the Joseph Hawtana Aster

4th Decr 1838

this day commences with fresh gales & Rainy
at 5 stop Rainy Call all hands to be in the
supplies for the Light & Stertoran Lanna at
the Light House Just as the Kupa was putting
his lights out this Light House which is generally
called Cape Fear Light supposed to stand on the Cape
from the same it derives. It is not so far as Stones in
bark Head some miles from the Cape & is on the
Stertoran Lanna as you enter the River & is about
miles from the bar & is a fine Channel to go in
out drawing not over 12 ft - there is in the bar at
common tides 8 ft at Low Water

Middle & Latter part of this day light winds & Cloud

Bryan Morse Master

This Light House at Cape Fear ^{Lamp} 18 Decr
has recently been repaired with the olding House

the apparatus is all new therefore we have
not much of anything to do besides Lanna our Oil

Left Decr 1st 1838

542 Galls Oil

found in hand 130 - 412 Gall Consumed in

368 days is equal to 22 12/18 Gall per lamp or 408 galls
per year

Delivered

123 Gall Winter Oil

314 " Summer Oil

On hand

130

567 gal. total in hand

56 tube Gropes

36 yars & Cloth

8 Gropes wires

10 lb whitening

1 Buff Skin

1 Diamond

1 pair Tissors

2 Spare new
Lamps

Schooner Gazelle Supplying Light
Deper. Louisiana Joseph Mautana Master

Wed 5th Decm this day Commences with Light winds
& Foggy at 11 am fog cleared off Light wind from
SW at 4 PM thick fog at 9 am fog lighted latter
part Light winds & Cloudy Steam Boat passed us bound
for Charleston Water for opportunity to get to sea

Thursday 6th these 24 hours Commences with Light winds
from SW & Cloudy at 11 am Raining at 1 fresh gales & foggy
& 9 Calm heavy swell heaving on shore at 1 PM fog lighted
up at 4 PM 2 Sail came in at the South Bar fresh
Brides attended with rain at 5 Calm & fresh 5 fresh Gales
from SW So ends the day with thick Cloudy weather

Friday 7 Decm

First part of these 24 moderate Brides from SW
& Clear at 9 am the Father & Son by the names of
Davis came in bar to pilot us over the bar at 10 got
over the bar of West Channel & anchoring the pilot Light air
from West at Noon part several Sail vessels bound
in at 2 PM thick ship in shore wind SW fine beating
Bride at 5 am Light Cape Fear L House stood
of & on as occasion required the day ends with fresh Brides
& Clear --- Directions to go over the West bar

At Cape Fear Inset bring the N E part of a large range
of Woods Back of Smiths Ville through the first gap of
Sand Hills nearest to the Fort will carry you in the best
of water over this Bar 7 ft to 8 ft at Low Water Continue
this course until 1/2 mile of the beach then run for the Sand
Point of the fort when nearly abreast of the Fort Edge off a little
& as you draw to the Eastward you must just bring the Sand
away eastern of your just on in range with the Bluff of
Sand that was a head of you when you was coming over the bar
that will carry you through the shore of the Fort Point. then haul up
the cable

Boats from Cape Look Out to Point

Sat 8th Dec^r

This day commences with fresh gales^{SW} & clear weather
till as occasion required at 3 P.M. Topsail heavy
head beat sea from South & 8 am started clear on
Board the Shore Jugg that we were 30 miles from Cape
for wind center more westward at noon set out reef
Topsail at 2 P.M. layd the ^{1st} stay at 3 we made George
town Light House wind Light from the west & 8
we came to anchor in 5 fathoms the Light House
bearing for compass SW 73 S. 1 Dist 4 miles the day ends
with Light winds & clear weather

Sunday 9th Dec^r 1838

This day commences with Light winds from S.W.
& clear weather at 5 am all hands went
to work got all the Oil into the Boat &opperatus
into small boat & started at half past 5 am for
the Light House Light winds from S.W. By 8
at 10 past 10 got to the L House where I was by
shifted to S.E. got through Supplying & started at 9
am for the Schooner after getting out by the point we
soon found a heavy sea to encounter the large boat
with my mate & 4 men with their sail set & oars
stood on the wind to E.S.E. while we tryd to gain the
Reef by rowing Direct for her & had got within 2
miles of the schooner we came in contact with the
bar & in consequence of such heavy breakers that
we had to encounter with & by rowing a half mile
each way to Leeward of them in hopes of finding a shoal
to go throw but all in vain for the wind increased & the
row so fast that we were compelled to return back to
harbour we saw after putting away the Schooner had
struck adrift & it was some time long before we
before she came to the wind & brought to at 10. Sunday

1838

Schooner Gazelle Joseph Howland
 Cape Look Out along the Coast of the U. S.
 the pilot Boat of about 22 tons was lying about
 half a mile from us at the L House went directly
 to the pilot house agreed with him to take our
 yawl Boat & ourselves & try to get in board if possible
 to save the Schooner as she was riding heavy picking
 Bowsprit to at 4. past 10 we started got to point fall
 in with our large boat & took out 3 of our men left
 Mr. Bixen & one man ordered them to go in there & wait
 untill they see us get under way & stand off & see them
 to come out of the South Channel & that us, we succeeded
 in getting on board at 11. 30 am found that the Small
 Bower anchor was gone & had drifted towards the Bower
 pier 1 mile & a distance then from the breakers on which
 we ordered the pilot Boat to Lay by us untill we
 we got under way hoisted up our mainsail & began
 to heave ahead caution the men to be careful in
 heaving to keep their bodies out of the range of the hand
 spikes as the sea was so heavy & after heaving in about
 2 fathoms she made a heavy surge & took out all we
 had heave in we then got a gize in the cable & that to
 the winch & after heaving in about 3 fathoms she made
 another heavy pitch broke both polls to the windlass
 & the poll catches in the windlass at the same instant
 the hand spike struck together a glancing stroke
 & cut his eye open some inch. the great poll when it
 broke a part of it went up 15 ft from the deck. we
 made out to catch a turn around the end of the
 windlass with the cable & brought her up. I then
 expected my only chance would be to go in over the
 bar of the S. Channel & get into port I hauled the pilot
 he came on board made sail by the chain cable
 shifted it at 1.30 Pm in coming over the 2^d bar off the point
 as we enter the Harbour struck twin very lightly and
 they hauled up into the Harbour made come along side

Supplying Light Houses from Cape Look Out
 of America to Point Defer Louisiana
 in the Large Boat took her in tow & @ 4 PM arrived
 at George Town S. Carolina it being 12 Miles from the
 Light House so Enas a Sunday Scope & am
 thankful that we got out of it so easy it might have
 been we got ourselves into trouble & the Great Supreme
 Being ^{who} says to the Raging Seas hither too shall though
 go & no further brought us into port by only sustaining
 a partial stop. Praise be his great Name - - -

George Town Light House 11 Lamps
 Samuel A Marsh Keeper

Supply Dec^r 9 1838

This Light House was fitted up in Feb with rough
 casting on the out side & a new Dome put on all new
 Lamps & Reflectors & was lighted in 18th Feb with 11
 Lamps last year only & the inside L. H. wants whitewashing
 the apparatus is in rather a filthy state. the Dwelling
 house is new & Built of Board one story high without
 shutters having a cellar where the Oil is kept for L. H.
 the Keeper complains much about the rain flowing into the house
 in consequence of not having shutters to keep it out & likewise
 the cellar is often overflowed with water

Left Dec^r 3 1837 381 Gall Oil

found on hand 48
 333 Consumed in 371 Days
 is Equal 327 Gall per year or 29.8/11 Gall per Lamp

Delivered 100 Gall Winter Oil
 264 " Sum^r Oil
 on Hand 48

2 New Spare Lamps	2	33	Total on hand
in good order	2	2	Tubes Glases
5 new Oil Butts	2	22	Grop Wicks
Long Burners	2	10	Gas & C little
14 Inch Reflectors	2	1	Do Whitening
			Brass Steel

Schooner Gazelle Joseph Howland
Look Out Along the Coast of the United States

Monday 10 Decr all these 24 hours fine pleasant weather & Light winds Eastward all hands employed in fitting & rigging setting up Shrouds Carpenters at work repairing Windlass with great efficiency that I was able to obtain a piece of wood suitable for a pawl to the windlass by the influence of Captⁿ Baker of one of the Line Brig Packets prevail on a merchant of here to let me have of a stick of Live Oak 8 Inches square & 18 In Long for which I paid one dollar for ---
My^{self} that I employ to do the Carpenter work one is a Cooper & the other a Coach Maker

Tuesday 11 Feb

all these 24 hours fine pleasant weather Light winds from S. & S.E. at 2 PM finished repairing our Windlass which cost for Capt Blacksmith & timber nine dollars fifty cents. Tried to obtain an anchor but not one in the place. So ended the day

12th Decr all these 24 hours Light winds varying to all points of the compass at 8 am left George Town on the Ebb tide at Noon came to anchor at the Mouth Harbour Light House bearing ESE one quarter of a mile distance at 1 PM started with both boats in pursuit of our anchor the small bower lying 4 miles ESE of Light at 2.30 found the bay round it into the boat & soon had the anchor in tow & at 5 am returned to the Schooner took it on board bent the remainder of the Large Chain to it. So ended the day

Master Supplying Light House from Cape
of America to Point Defer Louisiana

3rd Dec^r all these 24 hours fresh Gale from
N E & blowy weather waiting for the wind to the
westward to make it smooth to get our best Bower
Anchor so was this day

14 Dec^r first part of these 24 hours fresh Gale
from the North & blowy at Daylight got under way
& proceeded over the bar for the purpose of trying to
get our best Bower Anchor which lies 6 miles
to the N E W of North Breckus that we were
round. @ 7.30 Am came foggy ~~that~~ ~~the~~
stood of in 7 fathoms & 8 tacked ship in there
& made the Breckus in the bar took to
the Eastward stood of in 7 fathoms here about
in there as we got over the bar it lighted
up made several more tacks & arrived the
bars trench just to wind of there set 9000
anchor so that the Schooner when she swung
to the wind lay with her bows nearly over
the Chain every thing went favorable in about
3 hours we succeeded in swinging anchor &
Chain @ 3 P.M. made Sail ran down
to the bar & here too for the pilot to come
out & take the pilot out we were certain ^{hour} 1.30
awaiting for the Pilot Boat @ 5 ~~hours~~ & fell away
@ 8 past Cape Roman I took Court just
discovered the Light house in the wind S W by N
too in that course about 2 hours tacked ship
to the N & made several more tacks stood
in to 4 fathoms in hopes of getting hold of the
Light but could not & @ 12 ~~hours~~ in attempting
to come to anchor & in getting it go from the Steep
when the Chain brought round the windstop

It broke about 2 feet from the ring of the
anchor we had a new Coit of Manila Rope
& bent that to the crown of the Anchor & with
the remainder on board saved the anchor
from by that rope bent the Chain again let
it go & brought her up. 7 fathoms fine
pleasant weather & very smooth sea
So was the day & a fatiguing one too
but got well paid for it.

Sat 13 Decm first & Middle part of
there 24 hours Light winds from Dr NW
& bright fine weather at daylight got
under way stood by the wind to SE & soon
saw Cape Roman Light House bearing
N by W distant 6 miles at 8 o'clock
at 9 the Light bearing N 4 miles lower
our Boats got every thing ready & started
for the shore left Mr. Vinton & the Cook
on board at 11 landed on the beach
took the Car up to L House & started
into the boats & started the long boat
for the shore about noon, at 2 PM
got through repairing & started at 3
got on board much pleased with our
good Look Light was from SW at 9 we

Cape Roman or Narvon Key Light bore it out
14 miles & a bright light ~~was~~ this morning
could not see it 4 miles lying at anchor

Baroon Key Light House 15 Lamps

Thomas Skuine Keeper

Supply Sat 15 Decm 1838

Light House & all the apparatus
belonging to it in a pretty state Several of the squares
of the Glazes of Dome windows broke putting out
of Sashes nearly all of the inside burners filled
up with the muck of fountains so that the Oil would
not run put on 4 Inside & 12 Outside burners
Manned 1 Oil but in a very bad state it may last
the other year Apparatus now in good order & so
is the dwelling House

Left last year Decm 4th 1837

488

found on hand 144

344 Consumed on 3rd ways is

Equal 3rd for year or 22 4/15 Gall for Lamps

Delivered 90 Gall Winter Oil

352 " Sum^r Oil

on hand 144 Galls Sum^r Oil

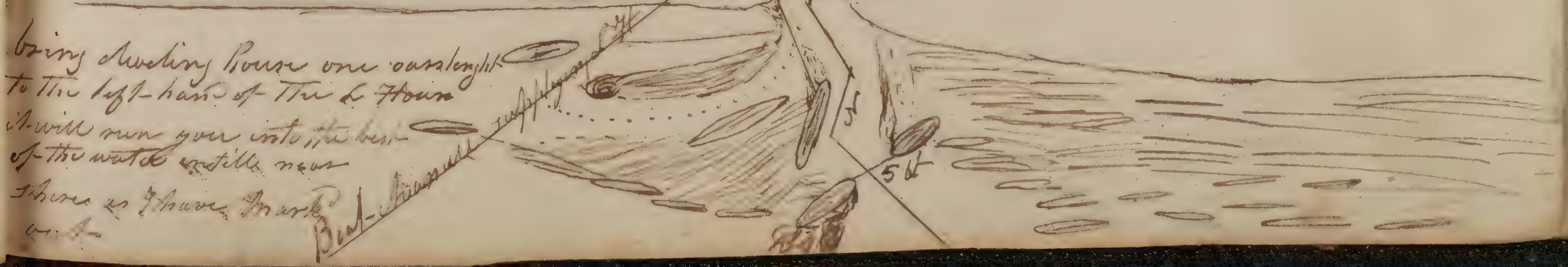
586 Total on hand

There is a small Channel making in this Inlet
5 ft at Low water to run in Bring the East part of
the dwelling house just open to the Eastward of the Light
house & Run direct for it until you are over the bar you
will be running direct for a Shoal that is dry at 1/4 Ebb & but
a short distance from the bar which you have on your harbor
or head & may run east on board of it the Course upon the
Shoal will be about North & running that Course will soon bring
you into the main Channel & plenty of water & anchor any where you
please

Baroon L House

14 ft at high water.

Sand beach



Schooner Gozelle Joseph Hawthana Master
bound to Point Defens Louisiana

Sunday 16 Decr 1838

All these 24 Hours Light-wind from SW
to ENE & pleasant weather at Daylight in morning in
7 fathoms of water & in Light of Land 12 Miles off Charlot
at 1 PM took a pilot on board at 5 AM Crossed the bar of
of the North Channel in Company of several Sail of
bipels & came to anchor in the Channel abreast of the
Rocks so ends this day

17th Monday

these 24 hours Commenced with fresh Breezes from NE
& Cloudy appearance of a Storm at 6 AM Started with both
Boats to supply Charleston Light House at distance of
4 miles at 7 AM had the Rocks our side $\frac{3}{4}$ of a mile
got through with repairs at 1 PM A very Low water the
Creeks all dry consequently we were obliged to wait for the
flowing of the tide at 4 AM Started & came in a thick
fog at 5 got out of the Creeks & shaped our course as near
a ribble as we had rather Composed our Stow to avoid
us we rowed & sail about $\frac{3}{4}$ of an hour & began to break
over board soon the fog lifted made a Light about a
mile to the Eastward of us set our Sail up took to the oars
at 7 PM Arrived Safe in Boats much pleased with our voyage
Made as we had a plenty of time to put every thing pertaining
to the Light House in good Order & the Keeper to be
a very pleasant Man Inasmuch that he let me have his
team to fetch the Oil up to L House the remainder of the
day Ends fresh Gales from SW & Cloudy

Supplying Light Houses from Cape Look Out -
1838

Charleston Light House 10 Lamps Revolving
S. L. - McWhitkamp Keeper

Supplyd 17 Decr. 1838

the owner Leaky wants repairs the Iron frame
of the Lamps getting out of order the cover of Lantern
wants riveting Glass of the Lantern Broken & Cracked
put in 2 new 14 Inch reflectors Eleven Short & two
long Burners. All the Apparatus now in good order
the dwelling House is Old hardly worth repairing

Left Decr. 7th 1837. 465 Gall Oil

Found on hand ^{lb}

399 Consumed in 375

days is Equal to 388 Gall per year or 38.8 per Lamp

Delivered N 117 Gallons Monitor Oil

N 300 " Sum-

on hand ^{lb}

483 Total on hand

one Spare Lamp }
in good order }

50 tubes Glases

20 Yd. & Cloth

14 lbs Whiting

5 Grop Wires

1 Buff Skin

2 14 Inch Reflectors

11 Short Burners

2 Inside do

Long Burners }
14 5th Inch Reflectors }

50 Cents Carting oil

Shooner Gazelle Joseph Newton
Cape Look Out to point

18 Decr first part of this day fresh Gale from
SW & Rainy at 9 Am got under way & went
up to the City came to anchor sent the small
Chain on shore to the Blacksmiths had one link
put in where it was broke at 3 PM got under
way wind Light got half way from Cummings
point to the Light House wind scant flood tide
against us we were obliged to return back into the
roads & came to anchor at 5 PM Light air &
Cloudy so ends this day

19th Wednesday Commences with fresh Gale from
NW & Cloudy at 6 Am got under way wind
Light at 7.30 past the bar at 6 PM fresh Breeze
from NW & SW at 7 am made byer Light bearing
WSW at 10 am came to anchor the Light bearing
SWS 1/2 mile distant latter part heavy Gale
& Cloudy

Thursday 20 first 12 hours this day heavy Gale from
NW & Clear weather it blew so heavy that we
could not get in shore to supply the Light until
11 AM finished at 4 PM returned on board got under
way for Sappelaw at 9 am ~~at~~ past the bar light
winds from NW & Clear weather at 12 fresh Breeze
from NW & so ends this day

Friday 21st Commences with good fresh Sail Breeze
from NW & Clear at 5 AM made Sappelaw
Light at 7.30 past the Bar in company 2 full rig'd
Boys one Hermaphrodite Boy at 10 came to anchor abreast
of Sappelaw L House. Handed our Sails got our
boats out at in our Veil & temperature 10.30 Station

Master Supplying Light Houses from
Deer Lousian 1838

For wolf Lighthouse 11.30 arrived then supply
the lights but every thing in order 8.4 PM returned on
Bear fill the empty Casks with Oil to Supply Lighthouse
in the morning the day ends with fine pleasant weather
wind from SW

Wolf Island Beacons 12 Lamps

John R. Peble Reper

Supply 21 Decm 1838

the L House the Diver. Lantern in fair
order Reflectors good put on 2 inside & 9 outside
Burners repair 2 spare Lamps the apparatus all
in good order the Dwelling a miserable concern

Left Deer 11th 1837 . 442

found on hand

115

327 Consumed in 376

is Equal to 300 Gall per year or 25 Gall per Lamp

Left

78 Gall Month

251 " Sum

on hand

115

444 total on hand

24 tube glasses

24 Gas & Cloth

10 W whinty

2 Buff. Skins

3 Grass weirs

Table Lamps

1 Lamp & Lamp

9 Inch Reflectors 3

2 Inside

9 Outside Burners

Schooner Gazelle Joseph D Hunt and
Southern Coast of America States of America

22 Decm Sat. 1838

all these 24 hours fine pleasant weather
wind from S.W. to South, went on shore at
10 AM with Oil & apparatus for the L House
put on 15 Outside & 1 Inside Burner 4 new
14 Inch Reflectors. Repaired 1 Oil But hooks & Eyes
put on to the old reflectors found the Clock out of
Order could not run last night. took off the old Chain
then 1 Rope & put on Bronilla then the water so that
it may Run some time but it is a poor concern it
wants a new one the same makes for Dwelling House
wants new plastering

Supplied Light House 15 Lamps Revolving
Mr Dorey Keeper

Supplied 22 Decm 1838

Left Decm 11th 1838

515 Galls

found on hand

43

452 Galls Consumed in

3 1/2 days is Equal 438 Gall per year or 29 3/13 per Lamp

105 w
347 S
63 in hand.

515 Total in hand

Left

105 Galls Winter Oil

347 " Summer Oil

50 Tubes Glasses

30 Gas Cloth

15 Ad whetting

5 Gross C Wicks

2 Buff Steins

1 Lantern.

1 Lamp.

1 Inside Burner

15 Outside do

4 new Reflectors 14 Inch

Spent Lamps none

By Burners

8 1/2 Inch Reflectors 3

Master Supplying Light Houses on the
Gron Cape Look Out to Point Defer. Louisiana 1838

Sunday 23 Decr 1838

Commenced with Light Breezes from S.W. & Clear weather
at 7 Am got under way for St Simons at 8 am
Crossed the Bar at 9 am heavy Breezes N.E. & S.W. & Rain
& Rainfall took in flying Jib at 10 Crossed the bar
at 11 Came to anchor Blowing a gale wind the day
was the same

24th Commenced with fresh Gale & Clear & sunny
weather at Sunrise went on Shore & supplied St
Simons Light House found the Lamp's burning but
so severe cold that the Oil was congealed in Bottom of the
fountain had to make a fire up in the lantern & warm
the Lamp to melt the Oil before we could repair them
found the apparatus Clean & fair Order there is only
8 Lamps a burning which is all that has been a burning
the year past put on 7 new Outside Burners repaired
3 Spare Lamps Set the table Dwelling house in
good order

Supply 24 Decr ¹⁸³⁸ St Simons Light House & Lamp

Lieut. Mr. Intosh Master

Left Decr 15th 1837 310

found on Hand 63

247 Consumed in 374

Days is Payable to 241 Gall for year or 30 1/8 per Lamp

Debit 78 Gall winter Oil

172 Summer

on Hand

63

313 Total on Hand

12 tubes & Glases

18 Gas Cloth

10 lbs whiting

2 Grop mallets

1 Buff skin

1 Lantern

1 Lamp for use

7 Outside Burners

3 Spare Lamps on
good order 3

Table Lamps 9 3

Smith Apparatus 3

~~At~~ Schooner Gazelle Joseph Newton Master
United States of America from Cape Look Out.

Monday 24 @ 9 am returned on board got under way
to go the inland passage through Jakes Creek to
Cumberland Fort Light House at 10 came to anchor
about of Jakes Creek to wait for high water at 11
got under way went a few as the dividing Creek came to
anchor again waiting for the tide to fall at 1 pm weighed anchor
made sail & started at 2 Entered St Anasaus Sound at 3 pm
came to anchor Cumberland Light having with 10 custom of mail
went on shore & supplied it at 6 am returned on board

Little Cumberland Light House 15 Lamps
David Thomson Keeper 63 years Old & much of a gentleman
Supply this L House 24 Dec 1838

this L House has recently been built it was finished & Lighted
in 20 Day of June last it is built of brick & fitted up
with all new Lamps & Reflectors of 15 Lamps they are put
up in a very regular manner some of them nearly lap by
each other while others 2 or 3 inches apart the frame
is entirely too small that they are attached to the weather
vane is a flat piece of Sheet Iron & the Keeper ~~has~~
said when it turns it gives the whole house & as
to other at the Light House wants to be casting it
has been whatever their since built no entirely off owing
to the bricks being landed on the beach when the salt
water overflowed them a number of days before used

the dwelling House is of Brick with a small porch
attached to it with a chimney & a fire place all very
convenient & a fine situation for a Keeper & will be in
short time with a little improvement delightful place
the Light House on the north end of the Island about
one eighth of a mile from low water mark & a very
good place to supply fresh blowing heavy from N E
St

Anasaus Sound lies between Jakes ^{Little} Fort & Cumberland

Supplying Light House on the Coast of the to Point Dufer Louisiana

8 fms 2 fathoms at Low water & in Company in over the
Bar which lies about 3 miles from the L House which
you must bring to bear N B E & run Direct for it
until you the bar you must then haul & nearly up for
Jabell S D & when abreast of the Light House follow
the sand beach round & anchor any where you please
having fine stumpy Bottom

~~Little Cumberland S D Light House~~
~~Davia Thomson Ripper~~
~~Supply Decr. 24th 1838~~
~~53 Galls Winter Oil~~
~~318 Summer~~

Little Cumberland S D Light House
Davia Thomson Ripper
Paid on 20 June 1838
98 Galls Winter oil
189 do Summer Oil
287

On Hand 112
175 Galls Consumed in 187 days
is Equal to 341 Gall per year or 22 1/2 for Lamp

Left 53 Gall winter
318 Summer
on hand 112
483 Total on Hand

2 Spare new Lamps	3	50	tube Glasses
in good order 15 Inch	2	30	gas & Cloth
Reflectors	2	3	Grass Wicks
8 new Butts	3	10	to writing
1 Conister 1 Carver	2	1	Buff Skin
1 Lantern 1 Torch	2		

Schooner Gazelle Joseph H. Mawburn Notes
1838 Coast of the United States of America

25th Decm^r all these 24 hours fine pleasant weather
first fresh fresh winds from North at 8 Am got under
for America I.D. through the Inland passage 19 or just
the dividing at 11.30 Come to anchor of South End
Cumberland I.D. the Light House took down sent my
mate on shore to see about the situation of the Oil
& Butts & found 146 Gall Oil 12 Butts Esquid to the wood
sent him with the Long boat to fetch them in board while
myself & 2 men in Jolly Boat went up to St Marys to see
the Collector Mr. Clarke concerning what was to be done
with the supplies for the new L House at 2.30 arrived St
Marys see Mr. Clarke told me to leave them at Fernandina
return in board at dusk found the Oil & Butts on board
the day ends in light air from N

26 Decm This day commences with Light air from S.W.
& foggy at sunrise got under way & dropt over to
America I.D. Come to anchor 7 fathoms A very strong Ebb
could not get into the river went ashore & got wood at
10 flood made light wind came from SE got under way & went
up the river near to Fernandina Come to anchor 4 1/2 fathoms
& in a complete Harbour. at 12.30 P.M. put all the supplies
& Butts & Butts stowed into the Long boat & towed her
ashore with small boat & put the Oil & apparatus into
the House where the Keeper lives which is 2 1/2 miles
from where the new Light House is to be erected &
about 4 miles by water up a small creek from Fernandina
to the L H & from the landing up the Creek to L House is
about 1/4 mile the Elevation of the Ground is 60 ft. & the
L House 50 ft. will be 100 ft above the Level of the
Sea.

Supplying Light Houses Along the Southern
from Cape Lookout to Point Deper Louisiana

Amelia Inlet Light House 14 Lamps
Amos Latham Keeper

Supply'd 25th Decr 1838

This Light is a building is 50 ft high
with 14 Lamps & 16 Inch Reflectors the Old Lamps
that will answer will be put into the new Light House

Left at the Old Light House in Cumberland

Decr 14 1837

471 Gall

found in hand

146

325 Gall consumed in 352 days

is equal to 337 Gall per year or 24 Gall per Lamp

Delivered 102 Gall winter Oil
194 " Summer Oil

in hand

146

442 Total in hand

28 yds to Cloth

Long Burners

30

tube Glasses

16 Inch Reflectors

14

the Whiting

3

Grass Hooks

2

Buff Steins

1

Lantern

1

Lamp for oil

Left all the Oil in Casks took away 2
Old Butts & 14 Gall Drains & repaired 1 Butt

The Light on Cumberland was stop'd on
3 Decr 1838 & probably will not be lighted again
on Amelia before 1st March

Schooner Gazelle Joseph Newton
Coast of the United States of America from
27 Decr.

First & Middle part of these 24 hours Light
winds from N & blow away at 7 am pilot came on board
got under way at 8.30 anchored him outside the bar
paid him 9.00 cents for 8 ft. At noon here too of the
bar St Johns Light House bearing NW 13 S in 4 fathoms
beached of there at 2.30 pilot came on board in a 4 oar
Boat at 3.30 about half past squared away with a
quite Breeze & in going in over the bar struck
quite Heavy at 4.00 came to anchor inside Farbound
point a fine Harbour where we found 1 Brig bound
to N York & 2 Schooners for other parts the day was
with fresh winds ^{more} & blowy appearance of a storm

Friday 28 all these 24 hours fresh breeze
from N & E & blowy at 8 am went & supplied
the Light House at noon returned on board
So ends this day

72

Master Supplying Light Houses along the Southern
Coast Look Out the point Defer Louisiana

St Johns Light House 14 Lamps

Matthew H. Phillips Keeper. a good man

Supply'd 28 Decm 1838

found this L. House & all the apparatus
in a filthy state not owing to this keeper for
he has just took charge of the L House & rather
ignorant of keeping such an establishment - but is
willing to be taught - tower wants whitewashing
the platform that is below the deck is dangerous to
stand upon as it is only with boards the glass in the
Lantern much broken & cracked. Dwelling House
in a decayed state floors of the house falling down
so as the keeper wants a new one

Left Decm 18th 1837

442 Gall

found on hand 103

339 Gall Consumed in

375 days is equal to 329 Gall per year or 23 7/14 p Lamp.

Delivered 88 Gall Winter Oil

215 " Summer "

3 spec Lamps & on hand 103 406 total on hand

in good order

36 Tube Glasses

28 Gas Cloth

10 lbs Whiting

2 Soap Ropes

2 Buff Steins

9 Outside Burners

Long Burners

Reflector

Repaird Fountains

& Reflector

1 Spec reflector

Schooner Gazelle Joseph Hawthorne
Along the Coast of the United States of
29 Dec 1838

These 24 hours continued with fresh gales &
blowing wind SSW at Daylight pilot came
in board got under way in company of 4 Sail
of vessels bound to the "at 6 am" cross the bar
had 10 ft water at being on the top of the bar although
a heavy sea did not touch the Bottom at 10 am
heavy Brides Neph Mornair & Mornair hauled Gib
at 11 we set all sail made St-Augustine Light
House. Light Brides set all Puffs out at
noon squally Neph Mornair & ~~and~~ took in Flying
Gib & Neph mornair at 1 PM Chart to the Bar
tack Ship to North set the Collours for a
pilot with haul to NW by W were Ship to
the Southern Sea the pilot Boat coming
out at 3 PM took a pilot in board out of
an open boat made all sail the boat rowed
on the bar & when in the best of the water
set his wape. for us came in although but a thin
flood & a heavy sea on I was fearful that we
should get her injured by striking on the bar
on mistaking & go into the Rocks. However we took
Ship & Run for the boat as we were approaching
the bar he urged his wape for us to bore away &
bore as we were required & when in the bar there came
three heavy Rocks & when the first past her then
set her down & brought up very heavy but being
under quick headway & the bar very narrow she
cleared herself before the second rock reached her
we then made short tacks for about one mile
untill abreast of the L House then fetch up above
the point in our Starboard bow which forms the
harbour came to anchor just as the sun set
in 5 fathoms so ended the day Glad to get into
good harbour

Master Supplying Light Houses
America from Cape Lookout to Point Dejeu. Louisiana

Sunday 30th

Commenced with fresh Gales from
N. E. & appearance of a Storm. All hands
resting from their Daily Labours reading
good books & attending Mass in the Cabin
& myself officiating as their Instructor & a
precious season to my soul - - - - -
the day was with fresh Gales & flying Clouds

Monday 31st

Commenced & ended with heavy gales from
N. E. went with our large boat up St-
Augustine filled 2 Casks water Entered & cleared
the Schooner I went to see the Collector
to make him a friendly visit he was as deaf
as an adder & as Crook as a Tiger when Hargoy
told me I was liable to a fine because I had no
Manifest I had to communicate every thing by writing
in a Note he charged me 50 cents per 3 Manifest
one dollar for Entering & Clearing, I must confess
that I was refused to get out of his office &
don't much believe that I shall ever enter it
again



Schooner Gazelle Joseph Howland
the Southern Coast of the United States of

1st Day January 1839 Lying at anchor in the
Harbour St Augustine waiting for an opportunity
to ^{supply} the Light. All these 24 Severe Gales
from S & E & thick weather lying with our best
Bower anchor down @ 10 Am a Schooner came
in over the Bar under 2 Reef per sail & 7 Bunt of
Jib. & anchored in a harbour just to South of the
Light House which is formed by a large dry Sand
Shoal extending about 1/2 mile N & W & S & E & about
1/8 mile from the shore which forms a fine Harbour
& is very convenient for Shipping when it blows so
heavy from N that you cant beat up into the river
which is the case with the schooner today

Wednesday 2^d From the commencement of this day
until 3 Pm a heavy gale from S & E & Cloudy
went on shore with Small boat Tinker Myself &
4 Men with tool Chest & Furnace walked down the
beach 1 1/2 mile to the L House repaired all the Lamps
put on 7 Inside Burners & 12 outside 2 Spare Lamps
in good order returned on board at Sunset more moderate
@ 7 Pm heavy gales from S & E the Schooner that
was lying at anchor below the L House got under
way & beat up the way was with thick foggy
weather

Master Supplying Light-Houses along
America from Cape Lookout to Point Defer. Louisiana

3 Jan Commences with fresh Gales from N.E. &
Raining at Daylight foggy. prepared for Supplying
the Light House & started with the Long boat -
at 1.30 Am got across abreast of the Light but the
Sea was so heavy that we could not land although
Low water. Returned back hoisted the oil on board
& put it into the hulk at Noon quite murky
but foggy at 3 PM Lighted up and about 3/4 Ebb
started again. Supplied it & returned on board 4.30
at 7 PM Gale wind attended with Rain & for
5 days the wind has not varied 2 points &
nearly all the time a very heavy gale wind

St Augustine Light House 10 Lamps
John Amos Kupar. a Spaniard
Supplied 3 Jan 1839

Left 19 Decr 1837 - 394 Galls Oil
found on hand 50 "

344 Galls Consumed

in 380 days is Equal to 330 Galls per year or 33 per Lamp
Delivered 78 Galls Winter Oil

274 " Summer "

2 Spare Lamps in

30 on hand

Good as air

388 total on hand

took away 14 Gall

34 Tube Glasses

bad Oil

20 Gas & Cloth

10 Ad Whiting

Long Burners

5 Grob wicks

14 Inch Reflectors

1 Buff Stein

7 Inside Burners

12 Outside do

Schooner Gazelle Joseph Howland
Southern Coast of United States of America from

Friday 4th Jan^r 1839

From the Commencement of this day
until 5 PM moderate Breezes & Cloudy with
buckening from it to it by it a tremendous heavy
Sea on the bar & thick outside. at 6 wind hauled
to it Commenced blowing fresh attended with mist at
9 as a heavy gale from it & Dark & dismal the
evening Skip the Lava that we are in a good Harbor
when we shall have an opportunity to go it is more than
I can tell.

Saturday 5th All these 24 hours Heavy Gale
from it & E at 4 PM went to Town with
the Long Boat for Cask water got some
keros paper & Return on board

Sunday 6th All this day heavy Gale from
it & E & Clear weather until 5 PM then overcast
a heavy Sea on the bar at 11 AM the Schooner
Florida of it Beaver came in over the bar

Monday 7th Commenced with Light winds from it
By 10 & Clear weather at 8 AM wind it E by water
at noon to 5 PM Light air from South heavy Sea
on the bar at 9 as heavy Calm rising to North
moderate breezes at 10 Light Breezes from S
So ends this day

Tuesday 8th Commenced with Light Breezes from N S
& Clear weather at 8 AM wind hauled to West
fresh Breeze at 10 PM. Come on board at 11 as
might anchor of Sailed at 11.30 past the bar anchoring
our pilot board all sail at noon the 27th hour
Why it did 5 miles Sailed this 12 hours

Master Supplying Light Houses on the Cape Look Out to Point Defer Louisiana

H	TR	FR	Cours	Winds	Sw	Remarks on board 9 Jan 1838
2	5	1	SE	W or W		this day begins with moderate Breezes all fair set at tows the Light House ^{low} W by N 5 miles Distance from which I take my Dep. middle of latter part moderate breezes & variable pleasant weather
4	4	1	--	W or W		
6	4	1		W		
8	4	1		W or E by N		
10	4	1				
12	2	1				
2	3					
4	3	1	SE by E	W or W		
6	5	1	SE			
8	5	1	--	SE		
10	5		--			
12	5		--	E or E		
						Latt by Obs 38.49 8 in 20 fathoms water

H	TR	FR	Cours	Winds	Sw	Remarks on board Jan 10th 1839
2	5	1	SE by E	E or E		All these 24 hours fine pleasant weather & winds variable all fair set @ 8 PM Sounded in 40 fathoms at 10 Sounded not bottom @ 2 AM Sounded 30 fathoms at 11 no made Land at 11.30 being about 6 miles from Land went aloft discovered Boats on my lee quarter about 3 miles from us & about 5 miles from Land appeared the signs of an acre in Latt 27.20. the same Shoal that my Brother discovered 1836 they bear N or E from Hellsborough In Latt Distance about 9 miles we put about 2 miles to the East of them & had 10 fathoms water
4	5	1	SE			
6	6		--			
8	6		--			
10	5		--	East		
12	6		South			
2	6	1	--			
4	6	1	--	ESE		
6	6	1	--			
8	5		SE by W			
10	5		--			
12	5		--	SE		
						Latt by Obs 27.17 So was the day

*Schooner Gazelle for Havana Master
for Key West Supplying Light Houses*

H	R	FR	L	Course	Notes	Remarks on Board January 11 th 1839
2	4	1		SE	ESE	first part of these 24 hours Light
4	5			S		Borders & clear weather 21 PM
6	5	1		SE	E	tack ship to the Eastward 23
8	6			SE by S	E & E	are tacked in shore say the land
10	6			SE		along & in 18 fathoms just see the
12	6					land off deck at 5.30 a.m. 10 fathoms
2	6			S by E	SE	about 5 miles from the shore
4	7			South		win haul to E Log of from the shore
6	7					in the same track & soon found no better
8	7					at 6 am made land ran the shore
10	7			S by W		lost on board part a number of vessels
12	7					bound N. Lat by Ob. 26.16 & 3 miles from land but no wind weather

H	R	FR	L	Course	Notes	Remarks on Board Jan. 12 th 1839
2	7			S by W	E & E	All these 24 hours fresh Gale
4	7			South		from the Eastward & heavy clouds
6	8			S by E		& sailing about 4 miles from the
8	10			S		Florida Coast & just inside of the Gulf
10	10			S by W		Stream at 4 PM made Cape Florida
12	10			SW by S		Light House at 5.30 put it
2	9			SW		board to the Eastward into the Gulf
4	9			W by N		Stream kept Top sail hoist & Gd
6	6			W by N		at 8 a.m. kept Main sail at midday
8	6			W by N		a heavy sea running at 6 am dis
10	6			W by N		covered land from mast-head about
12	6				E & E	at 10 to 12 up out of the strength
						of the current - at 8 a.m. past Indian
						Key it is known by a large wave Ho
						& several dwelling houses on it at
						noon past - John Brown Key at 2.30
						PM past Love Key at 4 a.m. made
						Key west Light House & Sand Key
						at 5.40 a.m. came to anchor in
						the Harbour of Key west a passage
						of 4 Days from St Augustine

On her passage from St-Augustine & bound
on the East of America

Sunday 13th Jan^y 1838. All these 24 hours fine pleasant
weather wind at E & E. All Hands keeping the Sabbath
in Reading Good Books & attending Service ~~and~~
Worship in the Cabin & myself officiating as their Teacher
Truly the ~~the~~ Great Supreme Being whom I Love
stood by me & strengthened me for my Heart was filled
with his Blest Spirit & my Tongue was like the pen
of a ready writer & I hope that will be a Sabbath day
long to be remembered by me & all my Crew, O if I
can be the means of converting one poor Soul to save
it from the Second Death what a Satisfaction it would
be unto me, it appears that I shall be able to do some
Good while absent from my native Home. My ^{time} ~~Life~~ since
I left my dear family has passed sweetly away. & the Circum^{stances}
of my Leaving Home was ordered by my Heavenly
Father for I believe that I can do more good at
Sea than on the Shore,

Schooner Gazelle J^r Mowbray Master
Coast of America from Cape Look Out to point

All this day fine pleasant weather wind at
E & NE at sunrise went to the Light House &
supplied it at 11 Returned on board. So ended the day

Key West Light House 15 Lamps
Mrs Barbara Mabety Keeper

Supplied Jan^y 14th 1839 this L House was finished last
Saturday by going through thorough repairs. Viz a new
Chimney & vane put on the ~~Dome~~ top of the Dome & all
new Glasses in the Sashes of Lantern. & some new
Sashes Windows to the Tower & Tower whitewashed & the
Top of Dome pointed. Likewise the Dwellling House
went through thorough repairs by putting in new
Floors New plastering &c. & a new Kitchen

Left Dock 25th 1838. 558 gallons Oil
found on hand 152 gall

406 Gall Consumed in
383 days is Equal to 384 Gall per year or 25 $\frac{9}{25}$ per Lamp

Left Hand 106 Gall Winter Oil
446 as Sum-

On Hand 6

558 total on hand

3 Spare Lamps in 2
good order

46 tube Glasses

30 Gas & Cloth

14 lbs Whiting

7 Gross Wicks

2 Buff Skins

1 Tin Lantern

1 Lamp

Long Burners 15 3

Snick Reflectors 3

Took away 146 Gall 3

Bad Oil 3

18 Outside Burners

8 Inside do

Supplying Light Houses along the Southern
Defer Louisiana Jan^y 17 1839

Detain'd at Key West Light House y^e a day
in consequence of the Collector he was
determin'd to have new Reflectors as he
said the Reflectors that were now there was
good for nothing I inform'd him ~~that we~~
~~that~~ that we had finish'd our repairs at the
Light House & that I merely call'd to see him
however we went down to the L House
& examin'd the Reflectors ~~and~~ ~~examin'd~~
~~them~~ they were much better than he thought
they ^{were} ~~the~~ whole amount in the United States
officers are examining every L House where
they go & they tell the Keepers of L Houses &
Collectors that such & such apparatus want
to be new However I left the
Collector in good humor but insuing
year there must be new Reflectors

Schooner Gazelle Joseph Howson
Southern Coast of the United States

1839
Tuesday 15 Jan all here 24 hours Changeable
weather winds from SE to W
at Daylight got under from Key west
L. M. Board from S & W. at 8 heavy Board
from SW Breeze 830 Clear off Hurricane Board
at 9 am Come to anchor Sand Key bearing
1/2 mile Dist from our Sails got our Oil into
the boat went on Shore Supplyed the Light House
put in 16 Outside Burners & 5 Long Inside
Lamp 15 Spare outside & 10 we calculated
to have put in new Reflectors but the
Keeper refused he said that the old reflectors
were better than our new he said he wish
that he had took our back again that was taken
away last year for them that was put on I do not
think myself are as good as the old ones that are
now on & those that we have on hand are the same
quality. this L. House & Apparatus is now
in good order it has just been through repairs
the Lantern has now got all new Glasses in
it have now a whitewashing it. the Dwelling
house in fair Order Except the Porch & that
the last Gale of wind they had undermined
one corner of it so that they have had to put
a Column of Stone under it to keep it up the
next heavy Gale that comes without some
work soon will undermine the House & go
through the middle of the Key there wants about
two thousands dollars paid out immediately to
complete the wall that has already been begun
this L. House is of great use to Shipping as
it is on the edge of the Gulf Stream

1839

Masters Supplying Light Houses on the
of America from Cape Look out to point Defoe

Tana Key Light House 14 Lamps.
Reflecting 3 Jno^r Appleby Keeper 74 years^{old}

Supply this L House Jan 15th 1839

Left Dum 25th 1837 -

510 Gallons Oil
found on hand 108

402 Consumed in 385 -
days is Equal to 389 Gall per year or 27 per Lamp

Left Jan 15th 1839. 506

156 Gall Winter Oil

350 .. Summer

2 Spare Lamps in

506 total on hand

good order

28 Gas & Cloth

1 Spare Outside Burners

14 lbs whitening

6 Grob Nails

Took away 108 gall.

2 Buff Skins

had Oil

40 Tube Glasses

1 Tin Lantern

Long Burners 15 inch 3

22 Outside Burners

Reflectors 3

5 Inside do

the Keeper of this Light House is 73 years old
formerly from Newport - is a Religious good man gave
me several Books upon Religion

Schooner Gazelle Joseph Howland
Southern Coast of the United States of America

15th Jan^y at 4.30 Pm Got under way from San
Key Maria Sw. & pleasant weather made
1 tack to Northward & went out to the westward
& Southward of the L House at 6 am L House
bore N E 13 E 8 miles distant wind South
So we lay our course N ~~W~~ & going 7 knots
for hour Midnight fine pleasant weather

16th Jan^y Commenced with fine pleasant weather
with moderate gales from N E & all
Sail set at 1 Am hauled up, W 10 for
Fortujaso at 3.30 am made the L House 2 points
on our weather bow bearing S W. 12 miles east-
at 5 am Wind hauled to the westward more so
that we were obliged to make several tacks before
got far enough to wearward to fall into the
Harbour at 9.30 came to in one of the finest
Harbours in the World secure from all winds
we found lying to anchors 2 Packing Vessels & Eight
Fishing Smacks which are constantly ~~on~~ going
from this place to the Havannah & from thence
to Key West to enter & clear & then back to the Fortujaso
after more fish at 10 Am went on Shore & Supp.
the Light House

Master Supplying Light Houses on the
from Cape Look Out to point Defer Louisiana

West Key Sand Key E. Key



Tobago

Supply Schooner Gazelle for Howland to
the United States of America from Cape

Portugal Light House 23 Lamps
N R Fletcher Keeper

Supply Jan^y 16th 1839

The Home Lamp & Reflectors to this
L House has been recently put up & are all
new Likewise all the Globes to the Lantorn
& new copper put in below the Glob. The Chim
& bare out of Cran the Tower wants rough
casting as the plastering is washing out the bricks
are now entirely ~~up~~ from bare The dwelling
House in tolerable good order all there is
wanting is a new Deck to the Cistern the Kept
is building a large one to his own expense & is
nearly being finished, 23 Lamps was lighted 9th August

Left Decm 27th 1837 556 Gallons

Decm 29 Bought by Collector 35
591

found in house 77
514 Consumed in

385 days is Equal to 487 G per year

Left over 178 Gall Winter Oil

622 .. Sum^r Oil

2 Spare Lamps in good
order 2

800 Total in house

56 Take Globes

Long Burner 15 3

46 Gas Cistern

Iron Reflectors 2

15 At Whiting

6 Gross Bricks

Took away 77 Gall
Poor Oil

3 Buff Skins

1 Globe Lantorn

Supplying Light Hours on Southern Coast of Look Out to point Defer Louisiana 1839

Remotes on board 17 Jan 1839

2			NE	This day commences with fine pleasant weather & at 3 PM got under way & beat out through the draw before we got so as to bring the L House to bear SSE & soon lay to bear SE by S we kept away & so by & which we were at 6 PM the L House bore SSE 8 miles distance from which I took my Dep. At midnight set Gaff Topsail & for 79 sail stiff braces & clear weather at 7 am set square sail Letter put clear & present Latt by Obs 26° 40
4	3			
6	5	dr by W		
8	6	dr by W		
10	6		E or E	
12	6		E	
2	6			
4	5	1	ESE	
6	7		SE	
8	7			
10	7	1		
12	7	1		

H	K	HR	Course	Remotes on board 18 Jan 1839
2	8		dr by W SSE	Commences with stiff braces & clear weather all sail set at 5 PM took in Gaff topsail hauled Topgallant sail Jib Ship made port Cloudy at 2 am Raining at 3 am Squally took in Squaresail hauled Topsail ab or Ripped Topsail & set it at 830 let reef out at 11 hauled flying Jib at noon Cloudy & heavy sea Sounded in 35 fathoms so ends these 24 hours Latt by D.R. 28° 40
4	8			
6	7	1		
8	7		dr or W S by E	
10	6			
12	4			
2	6		SSW	
4	5			
6	4		dr by W SW	
8	5	1	dr or E dr by dr	
10	5		dr by dr dr or W	
12	4	1		

Schooner Gazelle Joseph Howland Master
of United States of America from Cape Lookout to

19th January then 24 hours Commenced with fresh Gale
attenuated with Rain wind N W by E at 4 PM
Made the Africa Coast at 5 AM saw a Schooner
& a Ship to anchor about 10 Miles to windward us
at 9 PM came to anchor in 3 fathoms water at 6 AM
Got under way Wind N W by E & back of E in as evening
requir'd varying our Soundings from 2 1/2 fathoms to 8
 Latter part fine pleasant weather Latterly
Obs

20th Jan

then 24 hours Commenced with moderate breeze
from N W & clear weather beating along the Coast
of West Africa towards St Marks Middle part pleasant
& clear at 1 AM came to anchor in 3 fathoms
at Day light Got under way wind Still N W by E
Suggested by the lying of the Shore that we could not be
more than 20 Miles from St Marks Latter part Breezy

Monday 21 Jan

Commenced with Moderate Breezes & Breezy
wind N W by E at 3 PM Made a Ship to anchor
about 15 Miles distant bearing N W by E from us at 4 AM
Made St Marks L House bearing S or W at 9.30
Came to anchor near a Ship & Bore the L House
bearing S by E Dist 4 Miles & 2 1/2 fathoms water seen
then 12 hours Breezy weather

Supplying Light House on the Southern Coast
Point Defoe 1838 & 39.

Jan^y 22 Commences with fine pleasant weather wind
at B.W. at 7 Am left the Schooner with both Boats
@ 830 Landed at the Light House with small boat
it being 2 tides Ebb the Long Boat grounded in
Eight of a Mile off consequently had to throw the
oil overboard & cool it through the water & run to
the shore. this Light House is erected about 30 ft
from High water mark & is on the East side of the
Harbour which is to be brought to bear or the sun
in over the bar which must not be attempted in
the night but come to anchor outside the bar about
4 miles out in the day time you will observe a low
Sper Bay on the outer bar in the best of water & a
high pole Beacon which is on the East Bank
which you have in your Starboard Hand & a Sper
Boat to the westward of it which is in the best of
water from this boat you run for the bars which will
show you in the best of water by going aloft it will
show you where the best water is & all the flats

at 1 PM returned on board @ 2 Got under
way for St Marks wind S.W. at 5 PM
standing on the wind got to the westward of
the Shoal that makes a long distance to the
South of the SW Cape had to take ship
& stand to the N.E 3 miles before we got
round so that we could haul up to SW at
7 PM heavy breeze from SW took in jib
Reefed Top-sail at 12 wind hauled to West
heavy winds & bad head beat Sea & clear
weather so ends this day

Shooner Gazelle Joseph Newman Master
Coast of the United States of America from

St Marks Light House 15 Lamps
Samuel Crosby Keeper

Supply 22 Jan 1839 found this L House
& all the apparatus in a filthy condition
Lower wants whitewashing inside & out -
the Keeper said that he did not expect to stay
there over a month longer Therefore I conclude
that he did not know things went the Dwelling
House has been recently slightly repaired by having
the front roof new shingled the Kitchen likewise
the Eastern looking I want a new one & much larger
the Keeper told me he was obliged to fetch water 10 mi

Left Jan 3 1837 525 Gall oil

found on hand 81

444 Gall consumed in
384 days is equal to 422 Gall per year or 28 2/3 per Lamp

Delivered 131 Gall Winter Oil

311 " Summer Oil

2 Spare Lamps
in good order

30 Gas C Cloth

59 tube Glases

14 Hb Whaling

5 Grop wires

2 Buff Skins

21 Outside Burners

Long Burners 15
Inch Riffles

Rehanging Riffles
Repair Oil Butts

Supplying Light Houses in the Southern
Cape Look Out to point Dejeu Louisiana 1838 & 39

23 Jan This day commences with fresh gales
the rain is so dense

The same up with calms or a return on
Bora Light airs & Calm in the bar the day
ends with Light breezes & Cloudy.

St Georges Sound

Main Land

Dog Island Sound



Schooner Gardelle Joseph Newland Master
Coast of the United States of America from

St Marks Light House 15 Lamps

Doy Island Light House 14 Lamps
Jacob D O Meyers Keeper

Supplied Jan^r 23^d 1839

131 Gallons Winter Oil

250 " Summer

28 Gas & Cloth

50 Tube Glasses

14 ~~the~~ Whiting

8 Grop Wires

2 Buff Skins

Long Burners 15
Inch Rifflers

5 Grop wires

2 Buff Skins

21 Outside Burners

Rehanging Rifflers

Repair Oil Butts

Supplying Light Houses in the Southern
Cape Look Out to Point De La Louisiane 1838 & 39

23 Jan This day commences with fresh gales
& Clear weather wind at WNW at 3 am have
Topsail to the mast in 4 fathoms water Supposed
that we must be near up with Dog Island at 5 am
fired away at 6 am made SW Cape bearing S
distance 6 miles & the East end of Dog Island
bearing West 4 miles Set Flying jib & 7 am West
end of Island bore west Soon saw 3 Sail of Ships
Lying to anchor in St Georges Sound saw a Schooner
Lying innae & near the west end of Dog Island &
Where the Light House is to be built at 9
am came over the bar in 2 1/4 fathoms at 12 am
beat in & came to anchor in a fine Harbour
4 fathoms Suckey Bottom & about 1 mile from
the place where the Light House is a building
went on Shore with small boat to see how to
dispose of our supplies found the Keeper there
that is to keep the L House when built & likewise
place there by the Collector to see it well done
return on board put the supplies into the boat
went on Shore & left the U.S. in 3 Cores under
the same up with boards at 12^{PM} returned on
Board Light airs & Calm in the bar the day
Ended with Light breezes & Clearing.



Schooner Gazelle Joseph Hawtana Master
of the United States of America from Cape

24 These 24 hours commences & Ends with fresh Gales
from the E & E of Flying Clouds at 7 am got under
way 7.30 found the bar set all sail at 10.30 made St-
Georges Island House bearing N W dist 10 miles at
11 am came over the bar without a pilot although a pilot-boat
came out to us when we were 5 miles from the bar but did not
speak us at 1 am beat up from the bar & came to anchor
1/2 mile to the N.W. of the L House in 5 fathoms at 2 PM
went on shore & supplied the L House with Oil & nearly
filled battery on reflectors at sunset returned on board --
at 7 am held a meeting in the cabin had a blessed
Session what peace & harmony prevails throughout
I have not heard a bad word nor any grumbling not one
of my crew says by a moment since I left home except
Taylor the night we left at Tuckah House his fingers but soon
got over it we have had no rain at sea neither Gales except
fair for us O how good my Heavenly Father is
an unworthy worm of the dust O that my ways were more
directed to his blessed Service that I may be of some use
to my fellow creatures before I quit the shores of time
to launch into that Ocean of Eternity where I shall
always be a sailing in the Gospel Ship upon a Sea of
Grace, having for my Great Captain Jesus my blessed
Saviour

Supplying Light Houses on the Southern Coast
Look Out to Point Defer Louisiana 1838 & 39

Jan 25 First & Middle part of this day heavy Gale
from the East & Rainy in latter part - wind SE &
Rainy this forenoon finish repairing or putting in
the remainder of the Reflectors return in boat at
noon. Lying in a smog harbour & blowing heavy
Gale how pleasant it is to be in a smog port -

To cross the way
As wind shifted to the West at 10 PM & blow very heavy

St Georges Light House 13 Lamps
Willis Nichols Keeper

Supplyd Janr 25th 1839

Gower went whitewashing Lantern went reglazing
& painting apparatus rotten felting put in all new ref-
lectors Drying House in good order eastern leaky

Left Janr 6th 1839 491 Gall Oil
found on hand 62 G

429 Consumed in

Delivered Janr 24th 1839 131 Gall Winter Oil
303 do Sumr Oil

On hand 62

496 Total on hand

2 Spare Lamps in good order

25 tube Glasses

26 Gas C Cotten

14 lb Whiting

4 Grop Strips

2 Buff Skins

2 India Burners

14 Outside do

1 Globe Lantern

13 New Reflectors

Long Burners 12 3
Ind Reflectors 3

Schooner Gazelle Joseph H. Hurlbut Master
of the United States of America from Cape

Saturday 26 Jan first part of the day it blew
a heavy Gale from NW & Cloudy at 11
Am all hands employed setting up Rigging
Middle part fresh Breeze at 2 PM finished the
Rigging at 3 PM Raced Topsoil & got under
way at 4 PM within about a mile of the bar
being a bad sea in broke clear across the
bar tacked ship & stood back again. Soon
about to try to get out again but it came
on to blow so heavy tacked ship & returned
Back & came to anchor at 9 PM. More moderate
& clear weather Wind NW so ended this day

Had a meeting this evening in the Cabin at 8 PM

Sunday 27 Jan Lying in Georges harbor
first part of the day fresh
Gale from NW & clear weather @ 10.30
AM got under way wind hauled into the
North at 11.30 Crossed the bar with so light
breeze to set Square Sail to clear St. Barbs
at Noon wind hauled into NW by 10 fresh
Breeze & clear weather so ended these 12
hours

Supplying Light Houses on Southern Coast
 Look Out to Point Defer Louisiana 1828 & 29

H	K	HK	Courses	Winds	Remarks in board during 28 Jan 1839
2					
4					from 24 hours commences & was
6					with fine pleasant weather was
8	4		sw by W		variable at 6 PM Cape Bluffs
10	4		W by W		here for compass & by NW dist 5
12	3	1			miles from which I took my dep
2	2	1	sw by E		at 3 am set square sail
4	2	1			set several sail of lights
6	3	1	W by E		in the course of these 39 hours
8	4	1		ESE	Lat by Obs 29.45
10	6				at 4 PM made land 15 miles to East
12	6				of West point of Pass Rd & 6 am made the L
					ight & 8 am came over the bar 8.30 am to anchor
					inside point so made there 36 hours

H	K	HK	Courses	Winds	Remarks in Board 29 Jan 1839 Pensacola
2					this day commences with fresh
4					gales from SE & blowy at 6 am went on
6					on shore at Pensacola L House & supply
8					it & return in boat at 11.30 Light Breeze
10					& thick weather here up our anchor & drift
12					up with the tide past the Bay Head Calles
2					took 99 Gallons Oil on shore there sold it
4					for 110¢ per Gall. & there was no time to go out
6					I concluded to keep on & go up to Pensacola
8					& arrived here at 4.30 PM found 3 Sloops of
10					war 1 Large Merchant Ship & 1 Brig & 2
12					Schooners went on shore & sold 384 galls
					more @ 110¢ per Gal. 5 am Rainy & thick weather
					the Day ends the same

Schooner Gaselle Joseph Hawdon
Coast of the Antea States of America

Pensacola Light House 10 Lamps
Jeremiah Ingraham Repor
Supp'd 29 June 1839

Lantern & Gower Locky window
Frames very much decay Dwelling House
wants some repairs Apparatus in fair
order Except the Bottom of his Lamps & they
were rather to much fill up for a good Repair

Left Jan^r 8th 1837 330 Gall
found on hand 38

386 days is + 312 Gall consumed in
Equal to 294 Gall for year or 29.4/10 per Lamp

Delivered 81 Gallons Winter Oil
234 do Sum^r Oil
in hand 38
353 Total on hand

2 Spare Lamps in 2	20 Gas & Cloth
Good ones 3	40 Tube Glasses
	14 do writing
	2 Grop Hooks
Long Burners 13 2	1 Buff Skin
Inc. Reflectors 3	4 Inside Burners
	15 Outside do
	1 pair Hissers
Old Repor	1 Tin Lantern
23 Gallons of Oil	1 Lamp

Master Supplying Light House in the Southern
from Cape Look Out to Point Defer Louisiana

Wednesday 30 Jan^y 1839 Commences with Rainy
weather wind S E at 8 Am took 384 of Oil
on Shore at 10 it not only Rained but poured down
at 12 return in boat at 2 Pm got under way
at 4 ev. Came to anchor near the Light House
went on Shore & took 35-gall Oil for the Keeper what
for him & likewise cut the reflectors out on top for
tubes to go through at 5 return in boat got under
way & proceeded over the bar for Mobile wind Dr
& Cloudy at 11.30 Made Mobile Light House
& Sand Key ev. the day ends with Cloudy
weather & Fresh Breezes

Thursday 31st January 1839 Commences with fresh
Breezes & Cloudy weather at 1 Am Aboard too
with Topsail to the Mast to wait for Daylight
at 3 Heavy Showers of Rain attended with heavy
Thunder & Lightning passed several ships
to anchor at 6 Am hoisted Topsail & Flying
Jib at 8 Blowing heavy Gale wind attended
with heavy Rains Thunder & Lightning took in
Fore Sail two reef mainsail & set it aback
to the Eastward & Westward as occasion required
at Noon Spoke Raining Sun made her appearance
a few moments then became obscure & commenced
Raining again at 3 Lighted up some part away for
the bar with several Sail of vessels at 4 Crossed it
at 4.30 Pm a boat of Land Fort Light House standing
over on the East side of Channel put the helms
down for stays just as she was in the wind Brought
up in a short stop about 10 minutes the Topsail being
back & some little sea & the wind blowing fresh she
backed off & at 6 ev. beat up & came to anchor about 5 miles
to the South of Mobile Light House so was the Day

Schooner Gazelle Joseph Howland Master
Coast of the United States of America from

Lying in Mobile Bay

Friday Feb 1th First - 12 hours of this day Fresh
Gales at N & Clear weather waiting to moderate
so that we can supply the L House at Mobile
Point @ 3 PM got under way & ran down within
a mile of L H & came to anchor Light wind from
N E & Clear weather @ 9 am wind N by E fresh Breeze
at 12 fresh Gales & Cloudy So was this day

Sat Feb 2 Commenced with fresh Gales from N by E
& Cloudy @ 2 Am wind increasing drifted nearly half
a mile towards the Light House gave her more
scope & brought up buoy Sea running at Daylight
Cal all hands got all ready & breaking bad in
the Beach @ 7 Am started myself with the small
boat got in shore without much trouble being light
but the Long Boat being Loaded soon filled with
water in consequence of grounding some distance from
shore however soon got all the air out of her haul
of ~~the~~ to the scage anchor & bailed the water out the air
was then sold about 300 lbs into the port through water
by Duff 300 ft then got bailed up 15 ft on stone
steps then sold short distance to L House then had the
board the pier through a hole into the L House there
up 12 ft ~~where the butts stand~~ & pump it into the
Butts but the door which you enter the House
is up a pair of outside steps 12 ft high then you
have to go down as many more inside to get at the
oil butts unhandy miserable place At 2 PM got
through return on board Got under way as soon
as possible at is becoming very rough in consequence
of flood tide making & wind blowing very heavy
at N by E @ 2.30 we made sail live up & fell to
westward & stood about 1 mile made two attempts to

Supplying Light Houses on the Southern
Cape Look Out to Point Dyer Louisiana

her before she came round round the Tophail & set
at 4 am took in flying jib blowing very heavy
at 5.30 put the windward of 30 Sail of Ships lying to
anchor at 6 am came to anchor in 2 1/4 fathoms Shirley
Bottom So was the way fresh Gale & Clear weather

Mobile point Light House 21 Lamps Revolving
Capt Thornton Keeper

Supply Feb 2 1839 Light House burn month
rough East & now outside steps to go up into the
L House Dime & Lantern Looky butts. Stands & floor
in a filthy state of peratus & thin & now in good order
Left in ~~June~~ 9th June 1839

812 Gallons

found on hand 167

645 Consumed in 389 Days

is equal to 605 Gall per year or 29 Gall per Lamp

Delivered 2 Feb 1839. 252 Gall Winter Oil

391 or Summer Oil

on hand

167

810 Total on hand

56 tube & Lamps

42 Gas & Cloth

20 lbs whitening

5 gross wicks

2 Buff skin

23 Outside burners

2 Inside do

1 Globe Lantern

1 Lamp for do

2 Spare Lamps in 3
good order 3
took away 235 Gall 3
Dripings 3

Reburn Reflectors 3
repair Oil butts 3

Schooner Goselle Joseph Houston
Southern Coast of United States of America
Mobile Bay

Sunday 3rd Jan Commence with fresh Gale from
North & Clear weather at Daylight got under way
with a number of sail of vessels bound up to
Mobile at 12 Light Bowers at 2 past all the
vessels that was in sight to windward of us when we
started at 4 30 came to about 2 miles below
~~Mobile~~ ~~Robertson~~ point remainder of the day Light
Air & Clear weather

Monday 4th Commences with Light Bowers from N
& E away at 7 am started with 1 Boats Boats
with Oil & supplies for the Light House
at 1 got through return in boat then took
Long Boat went to Mobile Bought supplies
for the Schooner & return at 7 PM in a heavy
Rain Storm, the day was the same

5th Jan^r Commences with stiff Bowers^{or} & rainy
fil water @ 11 am hove up our anchor & let
her run down the Bay under Topsail & Top gale
sail & jibs at 4 PM came to anchor about 6
miles from Mobile point Light House in 3 path
Wind increasing at 7 am blowing heavy Gale & Cloudy
still at 8 am let go best Bower. Heavy Sea
& Raining Bowsprit too the day was the same

6th Commences & Ends with heavy gales from N & E
& Cloudy weather Lying both Anchors down
when we shall have an opportunity to supply
Land Key Light House I do not know

Winter Supplying Light Houses on the
Green Cape Look out to Point Defiance 1838 & 39

~~Friday~~ 7th Feb Commenced with fresh Gales at 10 by E

Chartau Point Light House 10 Lamps
A. P. Philbert 1 Cuper

Supply Feb 4th 1839

Lantern wants reglazing & painting Tower whitewashing & is leaking
the water of Lantern lets in a great deal of water which runs down the tower
into the oil Butte Dwelling House wants gutters to roof otherwise it will do
oil Butte has been in some one & the other will soon go in consequence of so much wet
it is the worst place for a family to live at that I have seen in all my voyage - it is a low swampy place

Left 13 Jan 1838 433 Gallons oil

found in hand

53

380

Gallons Consumed in 387 days

is Equal to 358 per year or 32 Gallons per Lamp

Delivered 126 Gallons Month Oil

in hand

250

Sum in

53

429

429 total in hand

22

Gas Cloth

23

tube Goggles

2

Grop works

1

Buff Skin

5

Inside &

13

Outside Burners

2 Spare Lamps in 3
good order

Long Burners 14 3
Short Burners 3

took away Drifing

Sunday 10th at Daylight Got under way Moderate
Breeze from NW by E. at 8 AM Beat in over the bar
of Ship Isd at 11.30 Came to anchor Round Pt L House
bearing E & E dist 1 1/2 mile & in 11 fath of water. the
rest part of this day Devoted to the service of my
Maker by holding a meeting in the Cabin & I hope
long to be remembered by myself & loved

Schooner Goselle Joseph Hartson
Southern Coast of United States of America
Mobile Bay
Sunday 3 Jan Commence with fresh Gale from

6th. Commence. of Seas with heavy gales from N.E.
& Clouds weather Lying both anchors down
when we shall have an opportunity to supply
Sand Key Light House I do not know

Master Supplying Light Houses on the
From Cape Lookout to Point Defiance 1838 & 39

~~Friday~~ 7th Feb Commenced with fresh Gales at N by E
at 4 AM wind shifted to ESE at 10 AM hove
up our anchors got under way went Back to
Mobile as there was no time to supply the L H
& got a Letter from my Brother at N Beaufort
at 8 PM returned Back to the L House ~~where~~
came to anchor Blowing & Raining Heavy
So ends this day

Friday 8th Commenced with fresh Gales from
ESE & Raining weather at 4 AM wind SE
more moderate & thick at 9 AM it poured down
thick Foggy weather at Noon wind South
at 4 PM wind SW heavy rains. at 8 PM stood
out - Letter port - Cloudy So ends this day

* Saturday 9 Commenced with moderate Breeze from
SW & Cloudy at Daylight got under way & proceeded
down the Bay at 8 AM came to anchor near Sand Spit
Light House went on Shore & supplied it at Noon
returned on Board got under way when NW by N
& Cloudy at 12.30 crossed the Bar & at 9 AM came to
Anchor in 6 fathoms of water the West part of Ship Spit
bearing NW dist about 3 miles Letter port Moderate
Breeze & Cloudy So ends the day

Sunday 10th at Daylight got under way Moderate
Breeze from NW by N at 8 AM Beat in over the bar
of Ship Spit at 11.30 came to anchor Round Spit L House
bearing ESE dist 1 1/2 miles & in 11 fathoms of water. the
rest part of this day Devoted to the service of my
Maker by holding a meeting in the Cabin & I hope
long to be remembered by myself & God

Sand Island Light House 14 Lamps.

* John Mc Clure Tupper

Supplied this L House 9th Feb 1839 this L House
is erected on a Sand Island 8 in. Gale of wind from South
it is overflowed 2 & 3 ft. this L House is of great use
in crossing Mobile Bar while the L House in Mobile
point is of no use this Sand Island L House was built
& lighted on 20th April 1839 Since it was first lighted
the Tupper has used 476 Gallons Oil

has on hand 140

336 Gall Consumed in 295 days
is equal to 382 Gall per year or 27 3/4 per Lamp

Delivered 100 Gallons winter Oil

235 " Summer Oil

in hand

140

495 Total on hand

2 Spare Lamps 3
in good order 3

28 Gas & Cloth

42 Subh Glasses

14 No Whiting

1 Buff Skin

3 Grip Nails

11 Inside Burners

11 Outside do - -

1 Globe Lantern & Lamp

Long Burners. 14

Small Reflectors

List of Apparatus. 14 Lamps 14. 14 Small reflectors 7 Oil
Butts 1 Oil Can 1 Carrier 1 Lamp funder 2 tin Boxes 1 Dime
1 pair Tins 1 torch. the reflectors are well made &
Lamps we had to put on 11 ^{Inside} Burners in consequence
of those that the Contractor put in were not kind inside with
steel. Some Leaky & the door to the Lantern in room
stems sets in a great quantity of water in consequence
of not being properly made

Round Lighthouse 11 Lamps

John Springle Keeper

Supplied Monday 11 Feb 1839

Gower wants rough casting & whitewashing Lantern
leaky Dwelling house wants some repairs. apparatus
such as Lamp. Reflectors &c found them Clean. Oil
Butts poor but all the apparatus now in good order
the New Keeper appears to be a very Steady Man
of 69 years old with a wife & 5 Children but unfortunately
he nor of his Children can read nor write. I must in want
of a Large Boat as he has to go every 3 months to
Shreve his returns to the collector at Mobile which a
distance of 60 miles & is obliged to go in a small yawl Boat

Left 16 Jan 1839 471 Gallons Oil
found on hand 156 do

315 Galls Consumed in

391 days is equal 294 Galls per year or 26 9/11 per Lamp

Delivered

90 Gallons Winter Oil

220 do Summer Oil

on hand

156 do

466 Total on hand

48 tube Glasses

22 Yaw & Catches

2 Grop Hooks

1 Buff Skin

4 Inside Burners

9 Outside do

3 Spare Lamps in
good order

Long Burners

13 Inch Reflectors

Repairs Oil Butts & Fountains

paid four dollars to Keeper for 2 fountains &
repairing 2 Lamps

new reflectors wanted next year & new Butts

Schooner Gazelle Joseph Newton Master
of West State of America from Cape Look

Monday 11th Feb (at Daylight) started with both
Boats with Oil & Etc for Round Pt L House
in consequence of Low water & flat ground could
not get with Large boat with a considerable
distance of the beach. * this Pt is about one mile
in Length $\frac{3}{4}$ in Breadth & is situated near of the
Middle of the Sound, & about ~~at~~ west of the
entrance of Horn Pt & a good Channel all the
way from Ship Pt there. Depth water from 4 fathoms to
2 as the Course from E & E to E. & when Round Pt.
bears E & E 2 miles of you will have 2 fathoms & when
1 mile 10 ft where you can anchor with safety & have
Strike Bottom. & the whole of the Sound is the same
in the Channel & as soon as you come on hard bottom
you are near Shoals, near the Middle of Horn Pt.
Shoal Ground makes of 2 miles we were standing in
by the wind heading in to the Pt wind Light sailing
having 2 fathoms Strike Bottom struck hard bottom $\frac{1}{4}$
M. 2 put the helm down came into the wind & brought
up. ran our kedge anchor out hauld of. * at 9.30 finished
supplying the L House returned on 10 am got under way
& proceeded for Cat Pt or prop Christian Mission
At Noon nearly Calm at 1 PM wind hauld to South
at 4 PM came to anchor just Christian L House
base 3 mile Dist started immediately with both
Boats for the L H got in there just as the sun set
supply it & return on Board at 7.30 got under way & at
9 am came to anchor Cat Pt L House bearing SSW
distance 2 miles So ends this way

Supplying Light Houses in Southern Coast
Coast to Point. Defer Louisiana in 1838 & 39

Pap Christian Light House & Lamps
Rt Hiram 16 cups

Supply Monday 12 Feb 1839 Tower wants rough
Casting Lantern wants Reglading & painting Dem-
secky found apparatus Clean & every thing in & about
the L House the same Dwelling House in good
Order Left - Janr 17th 1838 360 Gallons

105

255 Consumed in

390 days is Equal 239 Gallons per year or 29 7/8 per Lamp

Delivered } 72 Gall Winter Oil
N } 177 do Sum^r Oil

found in hand 105 do

354 Total in hand

2 Spare Lamps 3
in Good order }

20 Gas & Cottle

2 Graps Mucks

10 W^h Whiting

1 Buff Skin

11 Cuban Burners

1 Globe Lantern & Lamp & ac

Long Burners. 14 }
Inch Reflectors }

Schooner Gosette Joseph Howland
Coast of the States of America from Cape
Tuesday 12th went on shore with Boats & Boats at
Sunrise & supplied Cat Island Light House returned
board at 11 Am Got under way with a light breeze
from SW @ 3 PM Came to anchor at West end Ship Island
Wind SE Light air & flood tide went on shore & got
wood so much the day. Ship Island to West end has a
fine Boating Channel over the Bar from 1/2 to 3/4 mile
wide with a fair wind bring West end Ship Island to be
by 10 & run for it you can go East to the point of
Ship after passing a small spit running of to SE of the point
you then can haul round to the further of Point & come to
anchor about half a mile from shore in 4 fathoms or
if you want to go to Cat Island or just Christian Star
from the point Ship Island N.W. by 10 until you have
crossed the shoal of Cat Island which lies a league
to the eastward of it. That course you will cross it in
2 fathoms here Bottom then deeping 2 1/2 & 3 fathoms soft
Bottom then haul to the westward & Star up in the middle
of the Sound if you want to stop at Cat Island & House
Come to anchor with it bearing SSW distance 1 1/2 mile
you will have about 2 fathoms or 1/4 fathoms then or if
you want to go to just Christian L House bring
it to bear N.W. & come to anchor 1 1/2 mile from it
in 11 ft water, at high tides you can go through the
the spit drawing 8 ft this is a very delightful
spot it is a stopping place for Steam Boats from or
Orleans to Mobile & a great place of resort in the
Summer of Merchants from or Orleans there is two
Large Public Houses for entertainment.

Master Supplying Light House on the Southern
Look Out to Point d'Ifre Louisiana. 1838 & 39

Est. 1st Light House 10 Lamps
Rossmore Graves Raper

Supply Tuesday 13th Feb 1839

Dome & Tower Lamps apparatus clean
New Reflectors wanted Dwelling House
in fair Order

Left 17 Jan^r 1837 406 Gallons

found on hand 108 "

298 Consumed in 391

Days is Equal 278 Gall per year or 278/10 per Lamp

Left 50 Gall Winter Oil

200 Sum^r

on hand 108

358 Total on hand

20 Gas & Cloth

2 Spare Lamps 3 Grog. Wicks

on Good man 1 Buff Skin

14 Outside Burners

4 Inside do

Long Burners

14 Inch Reflectors

Schooner Gazelle Joseph Newton Master
Coast of the U. S. States of America from

13 Feb 1839 @ 6 am got under way from Ship Isd
for Grunkes Isd at 8 Pm Light Breeze from
West W & pleasant weather @ 630 prop the bar
at 11 am past North End of Chandeliers Isd
at Noon Calm & about 2 miles from them
Lowerd down the small boat & with 3 men &
myself went on shore walk on the Beach to the
Southward about 2 miles got high water mark it
was covered with drift Logs & Lumber & wood we
were in hopes to find a plenty of fine Shells but
was much disappointed we put 5 yellow pine
Boards into the boat at 2 PM returned on board
Light Breeze sprang up to Southward & proceeded
in our Course, this land is very low having nothing
but Bushes growing on it & is very narrow about
8 miles from the North point to the South Shoal
water makes of a long narrow Area Sonery bottom
at 3 am wind began to blow 6 fathoms water
made up. S.E. at 8 am 9 fathoms at 12 am 15
fathoms here Bottom. So ends the day fresh
Breezes & Cloudy

13 Feb Commences with fresh Breezes & Cloudy
@ 2 am Sounder 22 fathoms Tacked Ship
to Northward at 4 am had 10 fathoms Tacked
Ship to Southward & Westward wind haul to West
Star LSW at 6 am haul up SW @ 7 am SW
8 fathoms at 9 made Lind to westward prop
Later kept off & soon made pilot Boat at 10
took pilot on Board bore away for S.E. prop
Set square sail at 11 prop the bar 11.30 Com
to anchor abreast of Light at 1 PM went
with our Boats supplied the L House & returned

Supplying Light House on the Southern
Cape Look Out to Point Defer Louisiana 1838 & 39

& in consequence of a bar of the mouth of
the Creek & it being nearly low we have to
go 5 times before ^{we could} the oil in there we finish
at 7 P.M. return on board so ends this day

Frankes Ist Light House 30 Lamps
Henry P Frank Kaper

Supply Friday 15th Feb 1839

Found the apparatus & all
that pertains to this Light Clean & in good
order Except the Burners & some of the Oil
Butts put in 28 Outside & 6 Inside Burners
this Light House contains the greatest number
of Lamps on the Southern Coast having 3 tier
above each other. the situation of this L House
is very pleasant having Orange Citron & Figs transplanted
around the Dwelling House & having fruit upon them

Left Jan 26th 1838 1064 Gallons oil

found in hand

385 days is equal 832 gallons per year or 27 2/30 per day

Delivered

245

Winter Oil

in hand

569

Summer Oil

186
1000

Total on hand

60

~~Gas~~ Gas & Oil

50

Tube Glazes

30

to whitening

10

Grass Weeds

2

Buff Skins

28

Outside Burners

6

Inside do

1

tin Lantern

1

Lamp for do

Repaired Oil Butts

Lost 5 Gallons oil when Supplying

Shooner Gazelle Joseph Newton Master
Coast of the United States of America

Feb 16 Sat Commenced with Light Breeze from
N E & Clear weather at 6 am got under way
to proceed up the river as far as the termination
of the ropes at 2 PM Came to anchor furled
sails All hands employed in filling water for
Ballast & in going shore after wood So ended
the day

Sunday 17 all this day fine pleasant weather
Wind from N W all hands keeping
the Sabbath in reading good Books & attending
Sacred worship in the Cabin Forenoon &
afternoon & a solemn time My soul was refreshed
from the Lord which overflowing as their instruction
at O^{head} Pleasant it is to work in the Lords vineyard
we get a hundred fold in this world & everlasting
Riches here. & Glory Honour & Immortality
in the glorious world above

My Years Run on: My soul be still
Guided by love thy course fulfill:
And when lifes anxious voyage is past,
My rest shall be with Christ at last.

Supplying Light House on the Southern
from Cape Look Out to point. Decr 1838 & 9

Monday 18 Feb 1839 Commenced with Fresh Breezes
from N E at 6.30 Am started with 1300 lbs
Boats with Supplies for South Point Light
House at 9 AM Stopped at the East point with
Small Boat. Mr. Mission with Large boat ~~started~~
ran down outside abreast of Light House &
landed his supplies there a considerable sea a going
the Breeze we could not have a better time for
supplying. we finished about 11.30 Stopped & got dinner
& a fine one we had as it was nothing less than a
pair of fine Ducks well trimmed. At 1 PM started
for our vessel had a fine wind about 2 thirds the a
distance back & hardly any current not to exceed 1
Knot & Just after the Sun set arrived in harbor
got under way immediately ran over into the port
at 9 PM Came to anchor about 3 miles above
the Light so near this way & a prosperous one

South Point Light House 14 Lamp
Revolving Arm R Knight Keeper

Supply 18 Feb 1839 Tower wants rough
Casting Lantern regloring & painting repair Blongs
to the Black Gail Butts Dwelling House. The
Plaster wants all new Sills otherwise in good
order. The Situation of this Light House
& Dwelling here should the have such gales
it is subject too far in front of them there is immense
quantities of Large logs on the beach & but a few
rocks from the shores in case of a Hurricane would
come in contact with these buildings & lay them level
the land is washing away very rapidly for where his
garden was 3 years past is now 100 Rods into the
Sea. & the gale that they lost last year came up 4 feet
in the Light House

South Point Light House 14 Lamp
Revolving William R Knight Keeper
Supplied 18th Feb 1839

This Light House is kept in the cleanest
order of any L House that I have supplied
the Back part of the reflectors are polished
as bright as copper can be polished & every operation
in the same row.

Left Jan 28th 1838 544 Gallons
found on hand 185 "

359 consumed in

386 days is equal to 339 Gall per year or 24 3/4

Delivered 106 Gallons Vinta Oil
213 " Sum

on hand 185

504 Total on hand

28 Gas & Cloth

4 Grop. Wicks

1 Buff Skin

14 No Whiting

15 Outside Burners

3 Inside

Long Burners 14 3 1 Tin Lantern & Lamp

Pair Reflectors 3 1 pair Sippers

Repaired Oil Butts
& Hinges to the Clock

SW Pass Light House 29 Lamps
Joseph Dumborn Kuper
gave up his Commission as a bronze Pilot for to keep
this L House - - - -

This L House that is to be
built for the bar of SW Pass will stand on the
opposite side of the Bay from the former L H
& the entrance about 1/2 mile & to get there you have
to go up a small Creek about 100 ft. Coos where
there is a good Landing & 100 Yds from there back
of the Landing the L H is to be built government
has appropriated 700 dollars to build a house very for
the accommodation of the Kuper therefore it will be
a very convenient L H to supply it has already been
built and up 26 ft but the foundation gave & so it
it consequently had to take it all down & rebuild
the foundation Mr Hornum told me that he expects
have it completed by the middle of April I therefore
have left 9 months supplies

Found on hand of the old Oil

223 Gallons

Delivered

✓ 426

◇ 16

725 Total on hand

41 Gas Bottle

9 Goo's wicks

2 Buff Skins

20 lbs Whiting

Supplied 19th Feb 1839

Schooner Gazelle Joseph Hartland Master
of the United States of America from Cape

19th Feb at 3.30 PM got under way in the
Sw pass & proceeded over the Bar at 4 PM
the Bar & Starboard West. for tumbalar Rocks
Rounds at 6 PM Braced at 8 we Sounded in
14 fathoms at 10. 9 fathoms @ 12 we 7 fathoms
Sounded this way

20th Feb Commenced with Mercator Braces
from East & Blowing & Bory weather at 1 Sounded
in 4 fathoms hauled up N. S. W. half an hour deepened
into 7 fathoms going about 3 miles per hour at 3 we
bore to for every light bearing to Southward at
4 we drifted in 4 fathoms & had made her drift
about N. S. W. found a current setting in that direction
fill away & soon deepened into 6 fathoms but the
G. S. air again at 5.30 we fill away & Star
N. S. W. at 7 we 5 fathoms kept of West shoals
our water @ 9 we 3 fathoms made a Schooner
in our Larboard bow standing in the wind Drift
at 10 we 2 fathoms & deepened into 3 4 & 5 fathoms
Stirky Bottom we hardly could believe that
the Shoal ground we left was Ship. S. D. Shoal
as the current we had run water not gave it but
but there was no other Soundings like it anywhere
with a Long current at 11 spoke the Schooner
from a Bye to Southward of Point Deford we had
broke our water again as we had hauled in over
10 we were then in the Shoal ground to the
West of Ship. S. D. the Capt. of Schooner told
me that Point Herd was N. W. about 25 miles
we & being our course to W. got into 10 ft. kept
of N. S. W. run 2 hours then deepened into 2 1/4 2 1/2
Stirky Bottom hauled in N. W. & N. by W.

Supplying Light Houses on the Southern Coast Look Out to Point Defers 1838 & 39

at 3 PM near Point Defers bearing S or W
at 4 Come to anchor in 11 ft - the L House being
N or E 3 miles distant. Here our Sails went in
those with Small Boat & repaired the Lamps found
77 Gallons of oil on hand return in boat the day was with
Merruote Boudes & pleasant weather

21 Feb 1839 got to the end of our Long journey
Got the last Light House on the Southern &
western Coast of America

Point au Fer Light House 15 Lamps

(Daniel Tuffe Keeper &

absent to Franklin in business 60 miles up the river

Supply this Light House on the morning of
21st Feb 1839 new Mincaw & frames has been
recently put into the tower & other repairs will be
soon to be made the assistant Mr Mc that the Keeper
has agreed to do the rest of the repairs a new Victoria
has been made of Cyprus the stops has busted off
consequently it will not hold water & a back water
to the Eastward of the Light House has been made found
apparatus & Beacon Left in 1838 518 Gallons

found in hand

441 consumed in

396 days is equal to 406 Gall per year or 27 lbs per Lamp
Detained 106 Gallons winter oil
on hand 347 or Summer oil
530 Total on hand

8 Spare Lamps	30	Gas Cloth
in good order	6	Grass Mowers
	14	for whetting
	1	Bluff Stein
Long Burners	1	Lamp & Lantern
15 Inch Reflectors	18	Outside Burners

Rising

Lying to anchor of Point au Fer
 22 Feb 1839. Common fresh gale wind at E &
 all hands employed in repairing Scurvy Mole & other
 masonry duty got about 11 AM boat in the Chocks getting
 things in good order against we get in the Northern coast
 when it will be E & S Blustering Middle part the sea
 latter part Blowing heavy & siding to the West. Bore
 anchor & very little sea as the Shoal ground
 extends so far of it prevents the sea from running
 high if it blows ever so hard & the reason of our
 not leaving this place is the wind is ahead & if we had
 started & got out past Ship Pt Shoal the sea current
 & the heavy sea would have set us far away from our
 course therefore we are much better off here than
 at sea

On our Southern Cruise we have supplied
 31 Light Houses having 460 Lamps & have
 delivered to all the Light Houses

12472 Gallons Summer Oil

900 do Winter

889 Yds Cotton Cloth

1176 Tube Glasses

148 Gross Wicks

424 lb Whiting

48 Buff Skin

19 New reflectors

16 Lanterns

4 pair Lenses

1 Glazier Diamond

325 Outside Burners

85 Inside Burners

List of Light Houses of the Southern Coast
of the United States of America Surveyed By
Joseph Howard while Master Schooner Gazelle 1838 & 39

Names of Light Houses	State	Description	No of Lamps
Cape Look Out (1)	North Carolina	Fixed Light	15
Federal point (2)	do "	do "	11
Cape Fear (3)	do "	do "	18
George Town (4)	South Carolina	do "	11
Raccoon Key or Cap. Roman (5)	do "	do "	15
Charleston (6)	do "	Revolving	10
Jake & Beacons (7)	Georgia	Fixed	28
Wolf Isd. Beacon Light (8)	do "	do "	12
Sapelo Isd (9)	do "	Revolving	15
St Simons Isd (10)	do "	Fixed	8
Little Cumberland (11)	do "	do "	15
Anselm Isd (12)		Revolving	14
St Johns (13)	Florida	Fixed	10
St Augustine (14)	do "	do "	10
Key West (15)	do "	do "	15
Lana Key (16)	do "	Revolving	14
Fortugas (17)	do "	Fixed	23
St Marks (18)	do "	do "	15
Dog Isd. Building (19)	do "	Revolving	14
St Georges Isd (20)	do "	Fixed	13
Pensacola (21)	Revolving	Revolving	20
Mobile point (22)	Alabama	Fixed	21
Choctaw point near Mobile (23)	do "	do "	11
Lana Isd (24)	do "	Revolving	14
Bourne Isd (25)	do "	Fixed	11
Pas Christian (26)	Mississippia }	do "	8
Cat Isd (27)	Mississippi }	do "	10
Frankes Isd N E prop (28)	do "	do "	30
South Point. S E prop (29)	do "	Revolving	14
SW prop Light Building (30)	do "	Fixed	29
Point au Ferr (31)	do "	do "	15

List of Names of Light Houses Supply by Joseph Hooten
 What quantity of Oil delivered to each L House & other

Names L Houses	No of Lamps	Consum ⁱⁿ 1838	Galls 1838	Delivered for 1838 & 1839	Yas Cotton	Tube Glass	lbs Wtting	Long Burners
Cape Look Out	16	489	32 ¹ / ₅	487	30	56	14	
Federal Point	11	273	24 ⁹ / ₁₁	281	22	50	10	
Cape Fear	18	408	22 ¹² / ₁₈	437	36	58	10	
George Town	11	327	29 ⁸ / ₁₁	364	22	33	10	
Raccoon Key	15	384	22 ⁴ / ₁₅	442	30	60	15	4
Charleston	10	388	38 ⁸ / ₁₀	417	20	50	14	2
Gybee & Beacon								

In Schooner Gardell & what Oil each in Consum. In 1837. & 38 & 39
 Supplies for 1838 & 39 Calculating for one years Supply being 31 ^{house} ~~Light~~

W. side	Lantern	Lamp	Lights	Glass	Reflector	Oil	Block	Grip
Burn	Bluff	&		Dimm		Butts	Chains	Hooks
ers	Skins	Lanterns			Pro. Inch			

	2							8
	1		1					6
	1		1	1				8
	1							3
12	2							
11					2.	14		

39

Schooner Godella Joseph Newton Master
Lying at anchor 2 miles from point Defiance wind Breeze
23 Feb 1839

All these 24 hours fresh Gales at ESE
& Rainy

Sunday 24th these 24 Commenced with Gales
from ESE & rainy at 4 Am Light winds from the
westward called all hands at daylight - found the
Schooner aground supposed that she had dragged in
some of the mens watches but it proved not to be
the case for as soon as ~~it was brought~~ ^{it was brought} daylight we found
that we were still lying in the place that we
first anchored in but the whole of the mystery is we com-
to anchor in 11 ft of water, the wind to the Eastward
& had been a blowing from that point of Compass ever
since lying here which caused the tide to be full
& when the wind dyed away & shifted to the West
the tide fell immediately which brought us into 8 ft
of water however we got our anchor & Maer
Sail got her head off shore ran the Keel and
out & hove her off at 9 Am, it then became calm
let go the anchor in 11 ft at Noon still calm &
calm as there 12 hours. as Sea account by

As after working & toiling to get off we came
to anchor & I concluded that I could not devote
a few moments in so good away as trying the
Worship my Creator & my Redeemer I therefore
called all my crew into the Cabin & after they were
well seated I read & sang a hymn Read 10 Chapters
of the Acts of the Apostles that God is no respecter
of Persons then prayed read & sang another Hymn then
preached about 30 minutes I'm very weak & feeble
sang another hymn & return thanks to God for the opportunity
of trying to adore God gave the benediction dismissed
the meeting & I think it will long be remembered

25 Feb 1839 @ 1 PM Sprang up a Light
Breeze from A bore up the anchor & made all
Sail & in sight of 11 Sail of Schooners at anchor
at the Entrance of Turkey Paw River which is
about 12 miles to NW of the L House

at 6 PM the Light Bore or @ 9 AM Calm set
go the Breeze on shore at 10 Light Breeze from Eastward
bore up the Breeze then South at 11 AM still in
sight of the L House ^{bearing 000 or 15 miles} Middle Port Chancy 5 or
3 fathoms Muddy Bottom from 12 till 4 AM
Light air & Calm at 6 AM Light wind NW
8 fathoms at 8 AM 7 fathoms going 3 miles per
hour Steady SE Wind NW 10 Star ESE
Wind NW at 12: 9 fathoms Lat by Obs 28.43
Long 91-34 W

Schooner Gazelle J. Howland Master From point Defence bound
for Oriskany

H	R	FR	Courses	Winds	L	Remarks in Book Tuesday 26 Feb 1839
2	3		E 13 S	W by S		Calm with Light winds
4	3	1	---	---		& rising clouds ^{at 9 AM set} in 9 fathoms
6	6		E 1 E	WSW		water in sail in sight ahead
8	6	1				at 3 PM 14 fathoms Middle
10	7					& latter part fresh Breeze
12	7	1		WSW		& breezy from in quarters
2	8					to the other which caused
4	8					us to let Ship often &
6	8		SE by E	NW by W		quite a heavy swell after
8	7	1				us Lat by Obs 27.06
10	6	1	E 1 E	WSW		but hardly to be depended
12	6		---	---		on
150						

Schooner Gardelle Joseph Newton Master

H	K	HR	Courses	Winds	Remarks in boat Wed 27 Feb 1839
2	7		ESE	W	<p>All these 24 hours fresh Gales & Cloudy light rains at different times a heavy fog most part of the time but after us going with all sail set Capt Goff topsail made a Bate Ship. Standing by wind</p> <p>Late by Obs 25.26</p> <p>but sun so obscure at the time of getting her could not much asper</p>
4	7				
6	7				
8	8				
10	8				
12	8				
2	9				
4	9				
6	8	1			
8	8	1			
10	8				
12	7	1			
	190				

H	K	HR	Courses	Winds	Remarks in boat Thursday 28 Feb 1839
2	8		ESE	W by W	<p>These 24 hours Commenced with fresh Gales & Cloudy all sail set at 2 PM began to clear off fine pleasant weather at 5 PM lower our Squaresail down here too & 3 Sails but got more breeze pleasant weather at 6 AM made 2 Sail in head & one a beam</p> <p>striking nearly our course at 12 then befell proved to be a Schooner being now a beam of us seeing her very full the way ended with very warm & clear weather except a haze in PM</p> <p>Late by Obs 23.50</p> <p>35 miles to South of the Fort</p>
4	8				
6	7	1			
8	7	1			
10	8				
12	7				
2	7	1			
4	7	1			
6	7	1			
8	8	1			
10	7				
12	7	1			
	179				

From Point Ferr Louisan Baum to N Beaf

H	R	HK	Courses	Minds	Remarks on Board Friag 1 st March
2	8		Et E	Ward	all these 24 hours fresh Gale & variable the weather pleasant at 12.30 PM Jib Ship & hauld up for the Florida Coast 2 PM took in Square Sail Goff-Top sail hauled Top Galen trail Several Sail vessels in sight at 12 made Land Key Light from aloft bearing down we have been now 79 hours hours from Racoon point - in Lat-34 Shoal at 11.00 Stearing E & E discover white water E & in boat kept of SE for an hour hauld up again E & Dr at 12.30 lost sight of at 1.00 am several vessels in sight & heavy sea from at 1.00 in middle July Stron Lat by 24.23
4	8		NE B E	Ward	
6	8		---		
8	8		Et E	Dr	
10	8		---		
12	7		---		
2	8		Ely A		
4	8		E & E		
6	8		---		
8	8		Ely A	Dr E	
10	5		E	Dr Ely Dr	
12	5		Ely	A E	
178					

H	R	HK	Courses	Minds	Remarks on board Sat March 2 nd 1834
2	4		North	NE Ely E	Beating Down the Gulf Stream all these 24 hours fresh Bours & variable with passing Clouds at 1.00 took Ship to North at 5.00 wind increasing took Ship to E to keep the topsail in consequence of a heavy sea when Ship tack'd back again at 8.00 Lug's ourselves showing near Cape Florida tack'd to S E at 10.00 wind hauling more East- tack'd & layd up at E by at 11.00 wind hauld back so that we could not lay up more than Dr E at 11.30 discover land to windward of us Judg about 3 miles of West of Dr W went in the Top sail & made Dog Key Light bearing by 10 the land that we made was Beaufort Key 15 miles from Dog Key Light to S E of it. hauld up & layd at 1.30 am past the Light about 7 miles off 1st Report Top sail at 3.15 do the Light bore S E Lat. 26 miles at 7 am 1st Report Galant sail & Goff-top sail with smooth sea at Miraculous Ship Bours & passing Clouds Lat by 27.07
4	4	1	Dr W	---	
6	4	1	Dr E		
8	4	1	---		
10	5	1	SE E		
12	7		Dr W		
2	8		Dr W		
4	8		Dr W		
6	8		Dr	ESE	
8	8		"		
10	9	1	"		
12	10		"	S. Ely S	
158					

Dog Key Light - is the most Brilliant
Light & the Largest - that I have run on
the Coast. Large Lamps & Reflectors well
placed no doubt & well tended

March 1839
Schooner Goselle Joseph H. Manton Master

H	R	FR	Courses	Manoeuvres	To	Remarks on board 3 March 1839
2	10		SW	SE		Commenced with fine pleasant weather & stiff Breeze at 1 PM set square Sail at sunset - judged that we were fast - both barometer
4	10		SW	SE		Middle part cloudy & the appearance of a squally & Rainy morning at 2 took in Square Sail
6	9					Lower Main Sail & top sail drawn heavy shower of Rain & quite heavy squalls took in 2nd
8	9					Reinforced top sail double reefed Main Sail & 2nd top sail
10	8		SE			at 10 AM heavy Sea & rainier Sail in sight at 10 Reel top sail
12	8					& set it set flying jib & set reef out Main & Fore sail
2	8			SW		15 minutes before 12 the Sun broke out - that we got a good observation & found we had made 2.34 miles
4	7		SE by E			Diff Lat 31.01
6	7					
8	8			SW		
10	8			W		
12	8			W & NW		

H	R	FR	Courses	Manoeuvres	To	Remarks on board 4 March 1839
2	8		SE by E	W & NW		Commenced with stiff breeze & blowing clouds with all sail set - a heavy Sea after us & in sight of 13 miles ahead a bark on our starboard beam & ship on our larboard quarter at 4 PM 4 more sail in sight the whole in sight. Standing at SE at 8 PM wind hauled to the North & commenced blowing heavy took in 2nd jib & hauled top sail double reefed
4	8		"			Main sail & Fore sail took benefit off the jib the wind changing caused the sea to rise fast - soon in every direction but makes fine weather but barometer bore
6	8		"	SW		Middle part - heavy Gales & Cloudy
8	8		"	"		attained with Rain at 7 AM
10	2		E & SE	A		one ship sighted to windward & the other
12	2		"			replied in sight at 8 AM
2	2		"	SE		were ship to the N latter part
4	2		"			strong breeze & heavy Sea Sun made
6	2		"			her appearance 15 min past 12. Saw only one sight of her with the glass
8	2		"	E & SE		then became obscure the 31-45
10	2		A	"		but not to be depended upon
12	2		"	"		

March 1839
 From Point Defer Bourn to New Bedford

#	R	TR	Courses	Winds	-	Remarks on Board Tuesday 5 th March 1839
2	2		dr	ESE		This day commences with strong winds
4	2		drw	SE		& Clouds & sail in sight standing
6			drw	dr		at 2 PM began to rain with evening
8						at 5 AM wind backing to dr clouds
10						had a dismal appearance commencing
12						very heavy cold rain. Fire sail hoisted
2						mainmast & jib at 6 AM still raining
4						& now blowing a tremendous gale
6	2		ESE			the rising & backing in awful grand
8	2	1				dear we not know what will be
10	3					our fate if the gale increases as the
12	3	1	dr E by E	drw		Schooner by Broad of but still climbs

Lat by Obs 31.57 N
 Long by Obs 71.08 W
 If the Gulf Stream is in in March

#	R	TR	Courses	Winds	-	Remarks on board Wednesday 6 th March 1839
2	3		ESE	dr E		First part of these 24 hours fresh gales
4	3					& Clouds with a heavy sea at 8 PM
6	3					Shall at 10 moderate winds & variable
8	3		E			Some times calm at 8 AM took
10	3					to westward light Bordered
12	3		dr E by E			Later part the same & a smooth sea
2	2	1	drw			10 minutes before 12 it was cloudy the
4	2	1				Booke out clear so we got a good look
6	2	1				at her & as soon as she had some
8	3		drw			Rising went behind a cloud & then
10	3		dr			Lat by Obs 32.08
12	3		dr E	East		Suppose that we are to Southward

of the Gulf Stream as we passed
 through Gulf water got into quite
 cold water. But expected to find
 warm water before now

Schooner Gaselle Joseph Newton Master 1839

F	R	R	Courses	Winds	L	Remarks on Board Thursday 7th March
2	4		N by E	East	Cape of Good Hope 13 miles S. E. by E 12 miles	Commenced with Light N. - Winds & cloudy at 4 PM put a Boe just to windward standing by a heavy swell running from E. & E. at 7 AM ran out of that swell into a smooth sea something we cannot account for at present - at 8 AM Moderate Breeze latter part Middle Port pleasant - at 5 AM wind shifted suddenly to N. E. at 7 AM Cross a tide rip supposed it was in the Southern Edge Gulf Stream at 9 AM led the seven mile flag she went out of it - I saw then rain 14 points to the west in a few moments took ship to S. E. & ran through it - after mid to keep the current - was as it was setting to the Eastward I saw vessels in sight - at noon Calm Landed away the boat with 3 men & the Deep-sea Line for the purpose to see how the current was a setting & after running out 34 fathoms beheld it would go no further Bottom to be sure & calculated we were to South East Stream fine calculation for a ship Master but the best will miss it but we saw a several times last night that & a good look out there is not much danger if you don't know where you are afternoon pleasant Lat 34 08
4	5					
6	6					
8	4			E S E		
10	5					
12	6			S		
2	6	1	N. E	SW		
4	5			SW		
6	3			N E		
8	3			N		
10	2					
12	0					

F	R	R	Courses	Winds	L	Remarks On Board March 8th 1839
2	1		N E	S S E		Commenced with Light air & variable
4	7			South		Scrub the bottoms of the Bottom
6	7			SW		at 2 AM fine Breeze sprang up set all sail at 4 AM Caught a porpoise at 5 AM began to rain at 6 AM squally till in morning light
8	8		N E by E			top sail then 7 E sail & 2 Breeze main
10	8					Sail & breeze at 3 AM set on
12	8		N E			upset main sail set at 8 AM squally with shower rain by top sail at 9 AM
2	8					mostly Calm at 10 AM backed to westward & Southward set all sail at Meridian fine pleasant weather
4	6		N E			3 Sail in sight
6	5			N by E		Lat 36 01
8	6		N by E			
10	5			W		
12	7		N	SW		

From Point Defoe to West Bay March 1839

H K		Cause	Wind	Remarks
2	9			first part of the 24 hours fresh breeze & fine pleasant weather all sail set
4	4	at E	WVW	at 2 AM the clouds began to show the squalls appeared at 3 took in 3rd top sail & main sail for Regal by the time we got them hauled took in 2nd top sail last then hauled & lowered main sail to reef for a tremendous squall of wind taking the water up as it came hauled the 1st & 2nd sail down & hauled them just as the squall struck it blew so heavy that the sea did not rise but a very little this lasted so heavy 3 hours then commenced a heavy gale wind shortly after it struck we hoisted up the hook of the 1st & kept of it & took 3 reefs in fore sail & set it a very heavy sea running at midnight more moderate set a 2nd reef main sail at 2 am settled it hauled down the Labarge very heavy at 4 took in main sail sailing in the North of the sea could hear the rocks had & bring a good deal of water on board at 8 made a sail in our foreboard bow at 10 we within 10 or 12 miles of her she is a schooner with no top. Starting more Easterly than we are
6	5			
8	5			
10	5			
12	6			
2	6			
4	6			
6	5			
8	4			
10	4	A	WVW	
12	4	A	WVW	

Left by 06 38.10 N

H K		Cause	Wind	Remarks
2	6	A	WVW	This day commences with fresh gales & heavy clouds with a heavy sea but much abated at 12.30 set 2 12 of m sail set in reef out 4 sail
4	7			
6	6		WVW	at 2 set 2 1st top sail set in 12 reef out 4 sail sea getting more smooth but strikes a sea once in a while very high the clouds took more mild at 4 we reefed 1st & 2nd Rain squalls at 7 clear set white main sail & fore top sail at 8 we cleared at 9 clear at 10 Breeze & a smooth sea
8	6	at 13 E		middle part clear weather & heavy breeze reef main sail & top sail took in 2nd top sail at 4 set reef out main sail set 2nd top sail
10	8	A	WVW	at 4 set reef out main sail set 2nd top sail at 5 covered away 2nd top sail hauled down main sail the 1st top sail took in reef out main sail at 8 13 Breeze a heavy gale hauled down 2nd top sail & main sail at 9 a heavy sea turned sail in light under short sail at 10 am made North Hampton in long 10 to bearing North the sea more smooth set the 1st reef out top sail on out fore sail 11 set flying jib & set in reef out main sail clear & cold sea began to make upon us at noon it was all gone
12	8			
2	7	at 13 E		
4	6	at 13 E		
6	7	at 13 E		
8	7	at 13 E		
10	8			
12	9	at 13 E	WVW	

Left by 06 40.31
10 miles from Long Is

14 days this day since we left Point Defoe 13 at 9 fathoms of ship. Set at 3 PM
at 3 am. Small squalls

Journal of a Voyage from New Bedford
Wednesday 10th Decr 1839 & Thursday 12th
at 10 Am set sail from N Bedford with a crew
consisting of myself as Capt. Burgess as mate
Alexander Campbell & John King as Sailors. George
Howland Cabin Boy. & Benjamin A. Copas Cook &
Hocarick Howland as passenger, the morning was clear
when we sailed & light Breeze from NW & clear
at noon of Runn hills wind came at SW turn
to beating at sunset first the saw 8 sails at 10
PM took ship to Westward at 11 as wind hauled to SE
& appearance of a storm at 12 as began to rain & blow
took in flying jib & Reefed mainsail at 7 Am heavy Sea
Reefed Fore Sail & 2 Reefed mainsail at 9 Am more
moderate wind shifted to W took ship to SW
at noon fresh Gale. Lat by Obs 40-01

Friday 13th

Commences with fresh gales from NW at sunset
hauled mainsail heavy Sea running at 12 hauled
jib & fore too came up SW & fell of SW. latter
part of the 24 hours with passing clouds a heavy gale
& a high Breaking Sea running ships some water
otherwise lys like a Duck

Saturday 14 Commences with heavy gales from W
at NW gale increasing took a 2 Reef in the foresail
the Sea rising in awful grandeur. hauled the sea
more as the wind hauled to NW at midnight hauled
to moderate at 1 Am hauled sail set jib & fore
sail & reefed at 8 more moderate let in reef out fore
sail set flying jib at 10 let all reefs out at 11 PM
light Breezes from SW Lat by Obs 38-46
Sounded in 90 fathoms & no bottom

to New Orleans in Schooner Eliza Joseph Howland ^{Master}

Sat Decr 14

Commence with moderate Breeze from S.W. & Heavy Weather at 1 PM took Ship to Westward at 5 as Cloudy at 12 wind hauled to South at 4 AM Breeze S.E. at Noon S.E. attended with Rain

Sunday 15th

Commences with fresh Breeze from S.E. with rain breeze up S.W. Middle part the same at 2^{am} Rain Squalls abated all hands reefed Main Sail double reefed foresail at 3 as Took a heavy Squall of wind & Rain from S.W. hauled Main sail & Jib down & hauled them at 7 as Set Jib Blowing heavy & a high sea began to rise Steered S by W at Noon the Sea & Breeze Increasing
So ends the day

Monday 16th

Commences with a heavy Gale from S.W. & high breaking Sea Running Shift a great quantity of Water at 3 PM so that it was not safe to Saver any longer have too under a 2 Reef fore Sail heading up S.W. at 6 gale increasing attended with Squalls of wind & hail at Midnight Still blows harder & a mountainous Sea running but climbs over them in a wonderful manner & struggling as it were against the infuriated Elements to save the Sons of Neptune from a watery Grave Daylight made its appearance & no sign of change for the better but tremendous Squalls every 20 min at 8 AM which I was standing on the Steps with Gangway shut over all of one as a full Sea Boarded us we all rush on Deck & what a heart rending scene was presented to our view the Schooner Eliza a few moments past with

all her spars & masting all at once become
a perfect wreck & we the Sons of Neptune
soon expecting to find a watery Grave, the heavy
port of Sea Breeze in about 10 minutes carrying
away all the Bulwarks which included weather-boards
Boards & Stanchions on the Starboard side from the
Break of the quarterdeck to the fore head. & all the Board-
ing on Larboard side with all Railing & Stanchions
between fore & main Shrouds. fore Scuttle broke away
Fore & main Shrouds gone Fore Mast knocked out
of the Step ^{Boat} jolly which was lashed across Main hatch
Course flat Corn-bow & House washed over Board
Starboard pump split to pieces three Large Casks
of Water washed away & one barrel which was in the
lee side forward of two Large Casks was providentially
saved for our support. & the Binnacle shattered to pieces
what was to be done in this most distressing Situation
the Mast must be cut away immediately I called for
the Axe out of the Cabin it was handed to me in a
moment as it was I commenced cutting away the Main
cut it about one quarter off I cast my eye forward
see the fore Mast was on a four point hulk & gripping
the Deck up I left off cutting Main Mast got to the
Foremast as soon as possible & commenced cutting that away
& the Axe being very dull it was I should say 10 minutes
before it broke & fell into the sea with a two keel
saw cut without in the mean time the Mate &
man was cutting away the Square Sail to stop the
Fore Scuttle & main deck while the Mast torn up
I lookt abaft & saw that the rest of the crew were busy
& throwing water out of the Cabin Gorge way & one
man a pumping with L Board pump. I said to myself
that a few moments & we shall be swallowed up
the great deep & no one to be left to tell the sad
tale & what made it more heart rending to prove
my little Son & young wife a hanging around me

Very much frightened we kissed each other & told
him to go into the Cabin & earnestly pray unto his Heavenly
Father for the forgiveness of his sins that God would
pardon him to die. Shortly he came on Deck & ask
him how he felt - he said that he felt willing to go
but wanted to see his poor Mother. The hull now
was about 8 inches above the water's edge a Missions
& found that the water was up with the Cabin floor
what was to be done must be done quickly I
thought of the Nails that were stowed in the after
lock & if we could get them out there would be
a possibility to save our lives although she filled
with water. Immediately broke of the Men from
Bailing knocked away the Bulk Head to the Cabin
which lead into the lock & commenced passing the nails
on Deck & as soon as we got them go they root over
board as there was nothing to obstruct them & in two
or 3 hours I should think that we threw overboard
three thousand Nails which raised the stern so
much out of water that she did not draw more
than 6 feet we then commenced Bailing & pumping
again while the Mate & myself went forward to
throw the Anchors overboard & the Chains but
in three quarters of an hour before we succeeded
in so doing for the ends of the Chains were shackled
up to the Foremast & so much that we could not
separate them the intent then was to try to un-
shackle the Chains from the Anchor & that we
could not do for they were rusted we then got the
axe & hatchet & Warping spikes cut one link of
the Chain half of & in so doing broke both the
axe & hatchet we then drove a the Warping spike
through the link & ran out to break it we then
let go the foreboard anchor & let down one & paid
both Chains around the L Winch & rejoined
to see the end run through lower hole

at the same time a heavy Sea broke over us forward
come near washing us overboard & Broke away the
Bow Sprit. after we had done every thing forward
to lighten her bows to keep from sinking we all
went to work to try to bail her out got about 4 PM
we succeeded in lowering the water about half down
to Keelson we then broke up & commenced throwing nails
overboard again. Came at twelve Boats Ground
in Consequence threw them overboard at 7 PM broke up
shifted our Cloaths & took up some refreshments
such as Bread & Butter as we had not eat any food for
24 hours & before we commenced again all of knelt
Down before the Great Supreme being of my
poor Cloud & if ever I contemplated the Mercy of
God to spare our Lives & save the Souls that were on
board & prepare them to inhabit a better World than
it was then & if Consistent with his divine will
to send some vessel up to take us off &
carry us safe to Land, Not in this distressing time
was I afraid of my own Soul for I knew in whom
I had committed it for safe keeping & knew if I should
find a watery Grave I should soon be with the
Redeemed in Paradise but it was for those that
were on board & who was living without God &
Hope in the World after my prayer was made
I said to my crew Come let us all now go
to work cheerfully & try to Bail & pump the
vessel ^{out} for there now is a prospect of being safe
we did so got Midnight we succeeded in lowering
the water to the Keelson, we then let the water
for one hour each as one by pumping could keep
her free. after the first watch was out we tried
to get the next watch up so much potting
could not awake him I knew the vessel must
be pumped or the water would gain upon. I therefore
got up & pumped the remainder part of the night

all this night - the Gale still the same wild
heavy Clouds pouring attendance with hail Squalls
Many heavy Seas broke over her though in the
night - but there was nothing for them to take
from us as every thing was swept away before
Day light - came how rejoiced were we to see
it - but still no cessation to the infuriated
elements & no appearance of change how
long it will continue is only known to
that Great being who rides in the whirlwinds
& who directs the storm. I would as for his great
name although it appears this shattered Bark
will still be swallowed up by some heavy
Sea for it seems at times impossible for her to gain
the summit of some of them they run so high
but that overruling Power. probably has given
the Seas & winds charge on us saying
to them neither too high nor go no further
Oh this is the time that the poor weather beaten Mariner
wants a friend & will he not have the best of Friends
In the greatest time of trouble if he is wise & makes God
his friend before troubles come. No - part of the day of

~~from our own hands we are now going~~
of the Gulf Stream steering South Wind S.W. at Noon
Clear of or S.W. raining

Thursday 19

Commenced with fresh Gales And boisterous weather a heavy Sea
Running went to work & got up the Broken Main Boom in the face of
the gale at the Mainmast took that down & with a new Flying that we
have in the Cabin set that for a Main Staysail & the Gaff Topped
for a Main sail which caused us to sail 5 miles per Hour at 6 PM
I observed to my Mate that we would now change our course
& steer S.W. & steer it During the night we did so. all
this night Blowing heavy attendance with Rain Squalls
at 9 AM while I was a steering one of my Sailors discovered
a Sail 2 points on our Starboard quarter all rusted on Deck

Grave for then when troubles come God Says that
I will now laugh at your calamities & mock when
your fear cometh. ~~Up~~ from God The Lord is how
wonderfull has he wrought out our deliverance from
a bloody grave thus far, did I not in My Prayer the
Evening that was past when seven of us in numbers kneel
Down on our knees while I pray above to that Best
of beings whose all seeing Eye was upon us & whose Ears
are open to the cries of his Children & awaiting for us to
ask that he might Help. I say did I not call to mind
the Saviour when he was in a little Bark on the Sea
When a great Storm came & the poor Mariners expected
Soon to be swallow up by the waves of the Sea. our
Saviour being in the Cabin as it were asleep they went about
& awoke him he came up see this danger but O his Anger
at presence still the raging Elements & causes a Calm
although I could not see him personally as ~~the~~ they did
I knew that he was near at hand & was as ready to assist
now as when he was with them in the Ship. & behold
by his Name he did still the raging Elements sufficient
for our preservation & provided away for our escape.
Oh Lord how can I praise thee enough for what thou hast done

... we were on board & who was living without God &
Hope in the World after My Prayer was made
I said to My Crew Come let us all now go
to work cheerfully & try to Bail & pump the
Water ^{out} for there now is a prospect of being saved
we did so for three nights we succeeded in lowering
the water to the Keel on, we then let the water
for one hour each as one by pumping could keep
her free. after the first watch was out we tried
to get the next watch up so much fatigued
could not awake him I knew the vessel must
be pumped or the water would gain upon. I therefore
got up & pumped the remainder part of the night

Tuesday January 17th

after every Light came & the gales continues the same
everything wet in the Cabin got up a small fire & then
& made a fire & soon got things as comfortable as circumstances
would admit about 9 am Held a Prayer Meeting & how
My heart was drawn in Love to My Heavenly Father
for his protecting care over us The Life I shall speak
forth his praises for what he hath done. at noon
it became rather more moderate ^{Thursday 18} went to work & got up our
Gaff-Topsail yard & lashed it to the Bow-sprit Betts. for a jury Mast ^{ed} Mast
spour Gaff-Topsail & made out to get the sooner before the wind we soon
succeeded but a squall came in a few moments & carried it overboard
our trouble seemd to be hard but we endured them with patience. we
then cut away the Main gaff from Mainsail got it up along side the Stump
of the Main Mast & set the Gaff-Topsail upon it. Sailed all night under that
Sail going about 3 knots per hour. Wind & Rain squalls through the night
how often in my watch on Deck during the night did I find myself a
weeping & Repining at the goodness of My Heavenly Father's Parental care
over us in this trying season that we have passed through when Day Light
came how rejoiced to behold it. the Great Luminary of the Earth was
partly obscured by a Cloud & in a few moments disappeared which denoted
partly a Stormy Day. at 9 am Boiled some Coffee before stove & with
Bread & Butter partook of a good Breakfast & had prayers
all this fore noon Rain Squalls we now judge ourselves out
of the Gulf Stream steering South Wind S.W. at noon
Clear of it & Stopped raining

Thursday 19

Commenced with fresh Gales and cloudy weather a heavy sea
Running went to work & got up the Broken Main Boom in the place of
the Gaff at the Mainmast took that down & with a new Flying that we
brought in the Cabin set that for a Main Staysail & the Gaff-Topsail
for a Mainsail which caused us to sail 5 miles per hour at 6 PM
I observed to My Mate that we would now change our course
& steer S.W. & steer it During the night we did so. all
the night blowing heavy attended with Rain Squalls
at 9 am while I was a steering one of My Sailors discovered
a Sail 2 points on our Starboard quarter all masted on Deck

to see so desirable a sight. wh no one knows the feelings
that such an object brings to mind but those in the same
situation. the joys at the sight a sail approaching upon
us like then the hopes that we shall be soon taken of & then
again to fear that some unfortunate circumstance might occur
that would prevent us as it was blowing heavy & the waves
running high then ^{the} mind clinging to hope. there are
some of the feelings of Poor Weather Beaten Sailors upon
the Great deep in about half an ^{hour} after discovering this sail see
another sail in our wake coming up with us. our prospects &
hopes brighten of being taken of by one of them. Blowing still
heavy attended with Rain Squall every half hour
at 1 P.M the first Brig appears to take no notice of us
we get abeam of us to windward and a Distance of 3 miles
of but soon discovering as we suppose our Situation the
other sail coming up with us fast although under a Chet-
sup Main Topsail & sup Foresail & likewise the Brig to wind-
ward at 1 P.M the windward Brig come under our stern & then
we wanted to know if he would render us any assistance we
informed him that we wanted to have the Vessel the Brig near
a small distance ahead of us hoisted up his foresail & hauled
it down the latter sail came up which proved to be a Brig
both the Lumber Loaders the Capt also hailed us we gave him the
same answer as the first the Brig ran a small distance
ahead hoisted up his Foresail & hauled it down the windward
Brig hoisted his small ^{boats} out 2 men jumped into our boat of & then
ca for us being one quarter of a mile from us but some came
under our lee side took Governor Howard and a passenger
& Alexander & another sailor ^{King} the last Brig being the nearest - just
then on board of her a rain Squall came on & it was some time
before the boat left the Brig to come back after the rest of
us in the mean time we had to take all our Cloaths out of our
Chests as the Mate refused to take them in so we had to throw
many things behind I brought on Deck 3 Boxes of Spun Cotton
but the Mate would not allow one to be put into the boat
the Colours flying union down over the Stern Iron & Cu. & the

was jump into the Boat My Son George 14 years
old & the Mate Mr Burgess we soon arriv along side
of the first Brig got all of the baggage out of the Boat
hoisted her in set the sail & bore away for her
Destiny port which is Mantanzas in the Gulf of Cuba
the other Brig call the Washington Capt Robinson
from Portland & Bound to the same Port. this Brig that
I am on board of is call the Turner & the Capt. Name
is James Fullerton. I have changed is our situation
now from what it was a few days past especially on Monday
the 16th in that terrible Gale when a heavy Sea struck us
carrying every thing away by the board the Schooner in a few
breath half full of water & fast a sinking & soon expect
to all find a watery Grave I no one to escape to tell me
save that of what end we had made but oh thou great
& Blest Parent of the Universe the Seas are under
thy Control thou canst set our Iron Bles rise to the greatest
extremity & then bring us out of it to show thy Great
power & to convince Short sighted Mortals that there
is a God worthy to receive all praise from his creatures
here below - - - - as we sail away from our Stricken
Bark that we had just left & while gazing upon her it
brought fresh to mind again the sight that she laboured so
hard in that tremendous Gale & to climb & gain the Summit
of those Mountainous Seas to save us from a watery grave
I kept still casting my eyes at her untill she appear but a
small speck upon the Great Ocean & then disappear a
solitary wreck upon the Great deep to be the Sport of the
raging Elements & at last torn to pieces & scatterd upon the
Boing Seas untill eaten up by living insects or devoured with
shell fish untill the weight of them sinks it to the Bottom
to rise no more.

Under the name of some of the
the most famous

49

34

281

17

2

Poor Top Burrows on land

13 top Top Burrows

Outside Burrows

Gas C. to the

13 top Steins

Grass Muck

Carriers

Lanterns

Make on this cruise

30 lbs Soda

12 hand lanterns

fit 200 inside huns

bottom all the oil buttz that will answer

1/2 doz lamp fillers, to hold a quart or 3 pints

2 or 3 wick boxes -

JAMES DIXON
for GAZELLE 1846

Write me often and particular if any thing
should happen

Should you be so unfortunate as to get
stranded or wrecked? inform the nearest
Super. as quick as possible of the particulars
of your situation. inform me also.
Navigate with great care, and also have
care sufficient, that your business does
suffer.

Should you be in want of funds
you can draw on Charles W. Morgan, and
state to him by letter what the money is
for.

Take good care of the vessel and
rigging.

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Make on this ca
35 lbs Louver
12 hands long
for 200 inside

[illegible]

Joseph Joseph's Observance
New Bedford Boston

1843
 1844
 1845

Book 3 to Church of the Holy Trinity

Book 4 to Church of the Holy Trinity
Book 5 to Church of the Holy Trinity
Book 6 to Church of the Holy Trinity
Book 7 to Church of the Holy Trinity

Book 7 to Church of the Holy Trinity

2300
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 1810
 1843

1843

To which

62

7 weeks

the first

490

434

49

